SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

108

TIME TABLE

FOR THE

WESTERN DIVISION.

109

8/18/06

To Take Effect Sunday, April 1, 1906, at 1:30 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public. The company reserves the right to vary from this time table as circumstances may require.

E. E. CALVIN,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

W. S. PALMER,
Gen'l Superintendent.

WESTERN DIVISION: Main Line—San Francisco and Port Costa.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	Third Class.						First Class.																	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 108. April 1, 1906. STATIONS. (Foot-note *)	Minimum running time between stations for passenger trains—minutes	Flagging distance expressed in number of poles.	
	246 Fresno Freight	250 Tracy Freight	268 Way Freight	220 C. P. Through Freight	222 Oregon Freight	202 Sacramento Freight	16 Oregon Express	§14 Reno Passenger	10 Fast Mail	6 C. P. Atlantic Express	48 Vallejo and Sacramento Passenger	26 The Owl	44 San Ramon, Calistoga & Santa Rosa Passenger	18 Sacramento and Oroville Passenger	50 Stockton, Raymond & Fresno Passenger	2 Overland Limited	8 Los Angeles Passenger	46 Martinez Passenger	4 C. P. Atlantic Express	84 Bakersfield Passenger	12 Oregon Express	42 San Ramon, Calistoga & Santa Rosa Passenger	20 Sacramento and Oroville Passenger					
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Danger Point	Caution Point
							PM LV 8.20	PM LV 7.00	PM LV 6.40	PM LV 6.00	PM LV 5.20	PM LV 5.00	PM LV 4.00	PM LV 3.40	PM LV 3.20	AM LV 11.00	AM LV 10.20	AM LV 9.40	AM LV 9.00	AM LV 8.20	AM LV 8.00	AM LV 7.40	AM LV 7.00	0.00	Via Oakland Ferry DN.S. FRANCISCO 4.50			
							8.38	7.18	6.58	6.18	5.38	5.18	4.18	3.58	3.38	11.18	10.38	9.58	9.18	8.38	8.18	7.58	7.18	4.50	DN.OAKL'D PIER			
W							PM LV 8.53	PM LV 7.30	PM LV 7.10	PM LV 6.34	PM LV 5.48	PM LV 5.28	PM LV 4.28	PM LV 4.08	PM LV 3.48	AM LV 11.30	AM LV 10.48	AM LV 10.05	AM LV 9.30	AM LV 8.47	AM LV 8.30	AM LV 8.07	AM LV 7.28	4.50	DN.OAKLAND PIER 1.39			
Term. Yard TYWCO	PM LV 11.20	AM LV 11.05	AM LV 7.40	AM LV 4.20	AM LV 1.00	AM LV 12.01																		5.89	DN.West Oakland 0.60	4		
16,273	11.30	11.15	7.48	4.30	1.10	12.10	s 9.00	s 7.36	s 7.16	s 6.41	s 5.54	s 5.35	s 4.34	s 4.14	s 3.53	s11.37	s10.54	s10.11	s 9.37	s 8.53	s 8.37	s 8.13	s 7.34	6.49	D Oakland 1.14			
21,829																								7.63	Emery 1.12	3		
6,222							9.04	7.40	7.20	6.46	5.58	5.39	4.38	4.18	3.57	11.41	10.58	10.15	9.42	8.57	8.42	8.16	7.39	8.75	D Stock Yards 1.67			
49,679							9.07	7.43	7.23	6.50	6.01	5.42	4.41	† 4.22	4.00	11.44	11.02	†10.18	9.45	9.00	8.45	8.18	† 7.43	10.42	West Berkeley 0.73	3		
6,564							9.08	7.44	7.24	6.51	6.02	5.43	4.42	4.23	4.01	11.45	11.03	10.19	9.46	9.01	8.46	8.19	7.44	11.15	Corbin 0.53			
2,704														f				f					f	11.68	Fleming 0.50			
1,672							9.10	7.46	7.26	6.53	6.04	5.45	4.44	4.25	4.03	11.47	11.05	10.21	9.48	9.03	8.48	8.21	7.46	12.18	Nobel 0.59	3		
4,118														f				f					f	12.77	Point Isabel (Spur) 1.15			
8,817							9.13	7.49	7.28	6.56	6.07	5.48	4.46	s 4.29	4.07	11.49	11.08	s10.25	9.50	9.06	8.51	8.24	s 7.50	13.92	D Stege 2.10			
3,353							9.16	7.52	7.31	6.59	6.10	5.51	4.49	s 4.33	f 4.10	11.52	s11.11	s10.28	9.53	9.09	s 8.54	8.27	s 7.54	16.02	D Richmond 1.57	3	14	20
17,722 W							9.18	7.54	7.33	7.01	6.12	5.53	4.52	s 4.36	† 4.12	11.54	11.14	s10.31	9.56	9.11	8.57	8.29	s 7.58	17.59	Double Track. DN.San Pablo 2.13			
0,563							9.22	7.58	7.36	7.05	6.15	5.57	4.55	s 4.41	4.16	11.57	11.18	f10.36	9.59	9.14	9.01	8.33	s 8.02	19.72	Giant 1.10	2		
6,185							9.24	8.00	7.38	7.07	6.17	5.59	4.57	4.43	* 4.18	11.59	11.20	f10.38	10.01	9.16	9.03	8.36	8.05	20.82	Sobrante 3.20	1		
8,535							9.29	8.06	7.44	7.12	* 6.22	6.04	5.02	s 4.50	s 4.24	PM 12.04	11.26	s10.46	10.06	9.21	9.09	8.41	s 8.12	24.02	D Pinole 0.78	4		
3,508																								24.80	Hercules 1.66	3		
3,337							9.33	8.11	7.48	7.16	6.26	6.08	5.05	s 4.55	4.28	12.07	11.30	s10.51	10.10	9.25	9.14	8.44	s 8.18	26.46	Rodeo 1.02			
2,238																								27.48	Oleum (Spur) 0.66			
9,170							9.36	8.15	7.51	7.19	6.29	6.11	5.08	5.00	f 4.32	12.11	11.34	f10.55	10.13	9.28	9.17	8.48	f 8.22	28.14	Tormey 0.87	4		
9,514							9.37	8.16	7.52	7.21	s 6.30	6.12	5.09 5.15	s 5.02	f 4.33	12.12	s11.35	s10.57	10.14	9.29	9.18	8.50 8.56	s 8.23	29.01	D VALLEJO JUNC. 0.96			
1,603							9.39	8.18	7.54	7.24	6.32	6.14	s 5.18	* 5.04	s 4.35	12.14	11.37	s10.59	10.16	9.31	9.21	s 8.58	s 8.26	29.97	D Crockett 2.20	1		
4,235 TCWO	AM 12.50 AM AR	PM 12.55 PM AR	PM 12.40 PM AR	5.50 AM AR	2.35 AM AR	1.30 AM AR	s 9.43 PM AR	s 8.23 PM AR	7.58 PM AR	s 7.30 PM AR	s 6.36 PM AR	s 6.18 PM AR	s 5.25 PM AR	s 5.10 PM AR	s 4.40 PM AR	12.20 PM AR	s11.42 AM AR	s11.04 AM AR	s10.20 AM AR	s 9.35 AM AR	s 9.25 AM AR	s 9.05 AM AR	s 8.33 AM AR	32.17	DN.PORT COSTA	3		
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(32.17)			
	1.30	1.50	5.00	1.30	1.35	1.29	0.50	0.53	0.48	0.56	0.48	0.50	0.57	1.02	0.52	0.50	0.54	0.59	0.50	0.48	0.55	0.58	1.05		Time over District			
	17.52	14.33	5.25	17.52	16.59	17.71	33.20	31.33	34.59	29.65	34.59	33.20	29.13	26.78	31.92	33.20	30.74	28.14	33.20	34.59	30.18	28.62	25.54		Average speed per hour			

NOTE CAREFULLY.—*No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 22 for special rules on double track.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44 and 46 on signal.
§ No. 14, Sundays, makes same stops as No. 18 and 50, Steamer connects Vallejo Junction for Vallejo.

WESTERN DIVISION: Main Line—San Francisco and Port Costa.

TIME TABLE
No. 108.
April 1, 1906.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS. (Foot-note *)	DISTANCE FROM PORT COSTA.	13	15	25	41	81	17	47	49	9	3	5	83	1	43	45	7	19	§11
					First Class.																	
					Reno Passenger	California Express	The Owl	Santa Rosa, Calistoga & San Ramon Passenger	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno and Stockton Passenger	Fast Mail	C. P. Pacific Express	C. P. Pacific Express	Bakersfield Passenger	Overland Limited	Santa Rosa, Calistoga & San Ramon Passenger	Martinez Passenger	Los Angeles Passenger	Sacramento Passenger	California Express
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			DN S. FRANCISCO (Via Oakland Ferry) 4.50	32.17	A M AR 7.08	A M AR 8.48	A M AR 8.48	A M AR 9.28	A M AR 10.28	A M AR 10.48	A M AR 11.28	P M AR 12.08	P M AR 12.28	P M AR 12.48	P M AR 4.28	P M AR 4.48	P M AR 5.48	P M AR 6.08	P M AR 6.48	P M AR 7.08	P M AR 7.28	P M AR 7.48
			DN OAKL'D PIER.	27.67	6.48	8.28	8.28	9.08	10.08	10.28	11.08	P M 11.48	12.08 P M	12.28	4.08	4.28	5.28	5.48	6.28	6.48	7.08	7.28
14	20		DN OAKLAND PIER 1.39	27.67	A M AR 6.40	A M AR 8.10	A M AR 8.20	A M AR 9.02	A M AR 10.02	A M AR 10.15	A M AR 11.03	A M AR 11.42	A M AR 11.55	P M AR 12.18	P M AR 3.53	P M AR 4.15	P M AR 5.12	P M AR 5.44	P M AR 6.14	P M AR 6.36	P M AR 6.54	P M AR § 7.20
		28	DN West Oakland 0.60	26.28																		
			D Oakland (Double Track.) 1.14	25.68	s 6.34	s 8.03	s 8.14	s 8.55	s 9.56	s10.08	s10.58	s11.34	s11.49	s12.12	s 3.47	s 4.08	s 5.05	s 5.39	s 6.08	s 6.30	s 6.48	s 7.13
			Emery 1.12	24.54																		
			D Stock Yards 1.67	23.42	6.29	7.58	8.08	8.49	9.52	10.03	10.53	11.31	11.44	12.08	3.41	4.03	4.59	5.34	6.03	6.24	6.42	7.08
			West Berkeley 0.73	21.75	6.26	7.54	8.05	8.45	9.48	* 9.59	10.50	11.28	11.41	12.05	3.38	4.00	4.55	5.31	* 5.59	6.21	* 6.38	7.05
			Corbin 0.53	21.02	6.25	7.53	8.04	8.43	9.47	9.58	10.49	11.27	11.40	12.04	3.37	3.59	4.54	5.30	5.58	6.20	6.37	7.04
			Fleming 0.50	20.49				f		f									f			
			Nobel 0.59	19.99	6.23	7.51	8.02	8.41	9.45	9.56	10.47	11.25	11.38	12.02	3.35	3.57	4.52	5.28	5.56	6.18	6.35	7.02
			Point Isabel (Spur) 1.15	19.40															f			
			D Stege 2.10	18.25	f 6.20	7.47	7.59	s 8.37	9.42	f 9.52	10.44	11.22	11.36	P M 11.59	3.32	3.54	4.48	5.26	s 5.52	6.14	* 6.31	6.58
			D Richmond 1.57	16.15	f 6.17	7.44	7.56	s 8.33	9.39	s 9.48	10.41	s11.19	11.34	11.56	3.28	3.51	4.45	5.23	s 5.48	6.11	f 6.27	* 6.55
		See Foot-note below. 37	DN San Pablo 2.13	14.58	6.15	7.42	7.53	s 8.30	9.37	f 9.46	10.39	11.17	11.32	11.54	3.26	3.49	4.42	5.21	s 5.45	6.08	* 6.23	6.53
			Giant 1.10	12.45	6.11	7.38	7.49	f 8.25	9.34	f 9.41	10.36	f11.13	11.30	11.51	3.22	‡ 3.45	4.38	5.18	f 5.40	6.04	6.18	6.50
			Sobrante 3.20	11.35	6.09	7.36	7.47	8.23	9.32	f 9.39	10.34	11.11	11.28	11.49	3.20	3.43	4.36	5.16	f 5.38	6.02	6.16	6.48
			D Pinole 0.78	8.15	6.04	7.30	7.41	s 8.17	9.27	f 9.33	10.29	s11.05	11.23	11.44	3.15	s 3.38	4.31	5.12	s 5.31	5.57	s 6.09	6.43
			Hercules 1.66	7.37																		
			Rodeo 1.02	5.71	6.00	7.26	7.36	s 8.12	9.23	f 9.28	10.25	f11.01	11.19	11.40	3.11	3.34	4.26	5.08	s 5.27	5.52	6.04	6.39
			Oleum (Spur) 0.66	4.69																		
			Tormey 0.87	4.03	5.57	7.22	7.32	f 8.08	9.19	9.24	10.22	10.57	11.17	11.37	3.07	3.31	4.22	5.05	f 5.22	5.47	6.01	6.36
			D VALLEJO JUNC. 0.96	3.16	5.56	7.21	7.31	8.07 8.01	9.18	s 9.23	s10.21	s10.56	11.16	*11.36	* 3.06	s 3.30	4.21	5.04 4.57	s 5.21	5.46	* 5.58	† 6.34
			D Crockett 2.20	2.20	5.54	7.19	7.29	s 7.57	9.16	* 9.21	s10.17	*10.53	11.14	11.34	3.04	3.28	4.19	s 4.53	s 5.18	5.44	s 5.56	* 6.32
			DN PORT COSTA.	0.00	s 5.50 A M LV	s 7.15 A M LV	7.25 A M LV	7.52 A M LV	9.12 A M LV	s 9.17 A M LV	s10.12 A M LV	10.49 A M LV	11.10 A M LV	11.30 A M LV	s 3 00 P M LV	3.24 P M LV	4.15 P M LV	4.48 P M LV	5.13 P M LV	5.40 P M LV	s 5.52 P M LV	s 6.28 P M LV
			(32.17)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			Time over District		0.50	0.55	0.53	1.10	0.50	0.58	0.51	0.53	0.45	0.48	0.53	0.51	0.57	0.56	1.01	0.56	1.02	0.52
			Average speed per hour		33.20	30.18	31.33	25.94	33.20	28.62	32.55	31.33	36.89	34.59	31.33	32.55	29.12	33.88	27.21	27.54	26.78	31.92

STATIONS. (Foot-note *)	DISTANCE FROM PORT COSTA.	201	265	219	241	249	267	217	221
		Third Class.							
		Oregon & Red Bluff Freight	Freight	Ogden Freight	El Paso Freight	Tracy Freight	Way Freight	Ogden Freight	Portland Fast Freight
		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
DN S. FRANCISCO (Via Oakland Ferry) 4.50	32.17								
DN OAKL'D PIER.	27.67								
DN OAKLAND PIER 1.39	27.67								
DN West Oakland 0.60	26.28	A M AR 1.30	A M AR 4.15	A M AR 6.30	A M AR 9.50	P M AR 3.30	P M AR 5.25	P M AR 8.05	P M AR 9.15
D Oakland 1.14	25.68	1.20	4.05	6.20	9.40	3.20	5.15	7.55	9.05
Emery 1.12	24.54								
D Stock Yards 1.67	23.42								
West Berkeley 0.73	21.75								
Corbin 0.53	21.02								
Fleming 0.50	20.49								
Nobel 0.59	19.99								
Point Isabel (Spur) 1.15	19.40								
D Stege 2.10	18.25								
D Richmond 1.57	16.15								
DN San Pablo 2.13	14.58								
Giant 1.10	12.45								
Sobrante 3.20	11.35								
D Pinole 0.78	8.15								
Hercules 1.66	7.37								
Rodeo 1.02	5.71								
Oleum (Spur) 0.66	4.69								
Tormey 0.87	4.03								
D VALLEJO JUNC. 0.96	3.16								
D Crockett 2.20	2.20								
DN PORT COSTA.	0.00	12.01 A M LV	2.45 A M LV	5.05 A M LV	8.20 A M LV	2.00 P M LV	2.15 P M LV	6.32 P M LV	7.45 P M LV
(32.17)		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
Time over District		1.29	1.30	1.25	1.30	1.30	3.10	1.33	1.30
Average speed per hour		17.71	17.52	18.55	17.52	17.52	8.29	16.95	17.52

NOTE CAREFULLY.—*No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 22 for special rules on double track.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

At Krieger, Nos. 45 and 17 on signal.
At Eckleys, Nos. 41 and 45 on signal.
† No. 11 stop to receive passengers from Vallejo.
‡ Stop on signal, Saturdays only, to receive passengers.
§ No. 11—No steamer connection at Vallejo Junction for Vallejo.
* No. 19 will make such stop for passengers from East or South Port Costa.
* No. 11 will make such stop for passengers from East of Suisun.
*Nos. 3 and 5 will stop at Vallejo Junction to discharge passengers from east of Sparks.

WESTERN DIVISION: Main Line—Port Costa and Sacramento and Benicia Ferry.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	276 Marysville Freight	270 Red Bluff Freight	274 Way Freight	272 Portland Fast Freight	222 Oregon Freight	202 Sacramento Freight			54 Oroville Passenger	56 Oroville Passenger	16 Oregon Express	14 Reno Passenger	10 Fast Mail	48 Sacramento Passenger	18 Sacramento and Oroville Passenger	2 Overland Limited	4 C. P. Atlantic Express	12 Oregon Express	20 Sacramento Passenger	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 108. April 1, 1906. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance ssed in number of Danger Point	Cauti Poi
						Third Class.						Second Class.				First Class.													
	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
																PM LV 8.20	PM LV 7.00	PM LV 6.40	PM LV 5.20	PM LV 3.40	AM LV 11.00	AM LV 9.00	AM LV 8.00	AM LV 7.00	0.00	DN SAN FRANCISCO 32.17			
	PM LV 5.52	PM LV 3.00	PM LV 1.55	AM LV 5.50	AM LV 5.05					AM LV 2.35	AM LV 1.30					PM LV 9.43	PM LV 8.23	PM LV 7.58	PM LV 6.36	PM LV 5.10	PM LV 12.20	AM LV 10.20	AM LV 9.25	AM LV 8.33	32.17	Benicia Ferry DN PORT COSTA 1.08			
	6.05 PM AR	3.15 PM AR	2.05 PM AR	6.05 AM AR	5.20 AM AR					3.25 AM AR	2.20 AM AR					10.12 PM AR	8.45 PM AR	8.13 PM AR	6.55 PM AR	5.33 PM AR	12.45 PM AR	10.50 AM AR	9.50 AM AR	8.50 AM AR	33.25	DN BENICIA			
18,776 WTC								AM LV 7.05		AM LV 3.25	AM LV 2.20					PM LV s10.12	PM LV s 8.45	PM LV 8.13	PM LV Foot-note s **6.55**	PM LV Foot-note s **5.33**	PM LV 12.45	AM LV s10.50	AM LV Foot-note s **9.50**	AM LV s 8.50	33.25	Double Track. DN BENICIA 0.88			
3,554								7.10		3.28	2.23					10.14	8.47	8.15	6.56	5.35	12.47	10.52	9.52	f 8.52	34.13	Mail Dock 0.73	2		
1,573								7.13		3.30	2.26					10.15	8.48	8.16	6.57	f 5.37	12.48	10.53	9.53	f 8.53	34.86	Army Point 0.68			
								7.16		3.32	2.29					10.17	8.50	8.17	6.58	5.38	12.49	Foot-note **10.55**	9.55	Foot-note **8.54**	35.54	Arsenal 3.47	6		
6,580 W								7.30		**3.48**	2.43					10.23	8.57	8.22	7.03	f **5.50**	**12.54**	11.02	10.02	f 9.01	39.01	DN.Goodyear 1.03			
860																	**			f				f	40.04	★ Hoyt (Spur) 3.15	6		
3,046								7.47		4.00	**3.14**					**10.32**	** 9.06	8.26	7.10	f **5.59**	1.01	11.10	10.10	f 9.09	43.19	Cygnus 1.00			
2,053								7.50		4.03	3.17					10.34	** 9.08	8.28	7.12	f 6.01	1.03	11.12	10.12	f 9.11	44.19	Teal 2.44			
3,531								8.00		4.11	3.25					10.39	9.13	8.32	7.17	6.06	1.07	11.17	10.17	9.16	46.63	Sprig 2.87	8		
31,646 WCTYO								**8.15** **9.50**		**4.22**	3.35 **4.52**					s10.45	s **9.19**	8.37	s 7.22	s 6.12	1.11	s**11.22**	s**10.28**	Foot-note s **9.23**	49.50	DN.SUISUN 3.18			
7,038								**10.19** **10.33**		**4.45**	5.10					10.51	9.24	**8.41**	7.26	s 6.18	1.16	11.27	**10.33**	s **9.29**	52.68	D ★Tolenas 2.15	3		
944																				f				f	54.83	Vanden 1.52	3		
6,702								11.00		5.05	5.30					10.58	9.32	8.45	7.31	f 6.27	1.22	11.33	10.39	f 9.38	56.35	Cannon 3.97		1	
12,978 WTCY								**11.40**		5.20	**5.53**					11.05	s 9.40	8.50	7.36	s 6.35	1.27	s**11.40**	s10.46	s 9.48	60.32	DN ELMIRA 4.83	4		
4,482								PM 12.15		**5.45**	6.20					11.12	9.48	8.55	**7.42**	s 6.43	1.33	11.47	10.53	s 9.57	65.15	D Batavia 3.35	5		
11,479 W								12.45 **1.40**		5.53	**7.01**					11.18	s 9.54	8.59	7.47	s 6.50	Foot-note **1.40**	11.52	10.58	s**10.08**	68.50	DN Dixon 4.27	3		
6,828								2.10		6.05	**7.32**					11.26	10.02	9.03	7.52	f **6.58**	1.46	11.58 PM	11.07	f10.16	72.77	Tremont 2.79	4		
307																									75.56	Briggston (Spur) 1.00	3		
16,970 WCY						PM LV **6.30**	PM LV **5.55**	**2.38**	AM LV 11.40	**6.20** 6.45	8.00			PM LV 4.30	AM LV **7.25**	11.33	s10.10	9.08	7.57	7.04 **7.15**	1.51	s12.05	**11.15** AM AR	10.24 10.30	76.56	DN.DAVIS 3.72	1		
854														f						f				f	80.28	Swingle (Spur) 1.16	5		
4,612						**7.00**	6.10	**3.51**	11.55	**7.15**	**8.35**			f†4.38	7.33	11.41	10.18	9.15	8.04	7.23	**1.57**	12.15		10.38	81.44	DN Webster 3.43			
1,635						7.08	6.20	4.12	PM 12.06	7.25	8.47			4.44	7.39	11.46	10.24	9.20	8.09	7.29	2.01	12.21		10.44	84.87	Kobe 1.37			
261																									86.24	Lovdal (Spur) 1.40	6		
2,192						7.14	6.29	4.30	12.14	**7.34** **8.00**	**9.02**			4.49	**7.44**	**11.52**	10.29	9.24	8.14	7.34	2.07	12.27		10.49	87.64	Mikon 2.15			
Term. Yard WCTO						7.25 PM AR	**6.40** PM AR	**4.45** PM AR	**12.25** PM AR	**8.15** AM AR	9.10 AM AR			**4.55** PM AR	**7.50** AM AR	11.58 PM AR	10.35 PM AR	9.30 PM AR	8.20 PM AR	7.40 PM AR	**2.15** PM AR	**12.35** PM AR		**10.55** AM AR	89.79	DN.SACRAMENTO (56.54)	4		
	Daily	Daily	Ex. Sun. Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
						0.55	0.45	9.40	0.45	4.50	6.50			0.25	0.25	1.46	1.50	1.17	1.25	2.07	1.30	1.35	1.25	2.05		Time over District			
						14.43	17.64	8.29	17.64	14.10	10.18			31.75	31.75	32.00	30.84	44.05	39.91	28.50	37.69	35.71	30.57	27.14		Average speed per hour			

FOOT-NOTES.—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.
No. 5 will wait at Dixon until 1.45 p. m. for No. 2. No. 5 take siding.
Nos. 17 and 20, 47 and 12, 9 and 4, 19 and 18, 48 and 221, may on their rights meet on double track between Arsenal and Benicia.
No. 269 daily except Monday.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Benicia or Davis, except Nos. 2, 48, 10 and 16, which may be cleared at Davis by semaphore.

★ Hoyt frog out.
★ Tolenas—No train order semaphore.

Trains will stop as follows:

At Joyce, Trains Nos. 18 and 20 on signal and 14 on signal Tuesda Saturdays only.

** Stops Tuesdays and Saturdays during shooting season.

† At Sheep Camp, 1½ miles east of Webster, Train No. 54 on signal Sundays onl

WESTERN DIVISION: Main Line—Port Costa and Sacramento and Benicia Ferry.

TOWARD SAN FRANCISCO.

West Bound.

TIME TABLE
No. 108.
April 1, 1906.

Flagging distance [illegible] in number of po		Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM SACRAMENTO.	First Class.									Second Class.		Third Class.									
Danger Point	Caution Point				13 Reno Passenger	15 California Express	17 Oroville and Sacramento Passenger	47 Sacramento Passenger	9 Fast Mail	5 C. P. Pacific Express	1 Overland Limited	19 Sacramento Passenger	§11 California Express	53 Oroville Passenger	55 Oroville Passenger	273 Way Freight	271 Portland Fast Freight	275 Marysville Freight	269 Red Bluff Freight	221 Portland Fast Freight	201 Oregon and Red Bluff Freight	219 Ogden Freight	Steamer Trip	Steamer Trip	Steamer Trip
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
			DN SAN FRANCISCO 32.17	89.79	A M AR 7.08	A M AR 8.48	A M AR 10.48	A M AR 11.28	P M AR 12.28 P M	P M AR 4.28	P M AR 5.48	P M AR 7.28	P M AR 7.48												
			Benicia Ferry DN PORT COSTA 1.08	57.62	A M AR 5.50	A M AR 7.15	A M AR 9.17	A M AR 10.10	A M AR 11.10	P M AR 3.00	P M AR 4.15	P M AR 5.50	P M AR 6.25			P M AR 1.50				P M AR 7.45	A M AR 12.01	A M AR 5.05	A M AR 2.35	P M AR 8.23	P M AR 9.00
			DN BENICIA	56.54	5.25 A M LV	6.45 A M LV	8.55 A M LV	9.50 A M LV	10.55 A M LV	2.35 P M LV	3.50 P M LV	5.33 P M LV	6.05 P M LV			1.25 P M LV				6.55 P M LV	A M 11.10 P M LV	4.15 A M LV	2.20 A M LV	8.13 P M LV	8.45 P M LV
1	0	3	DN.BENICIA 0.88 Double Track.	56.54	A M AR s 5.25	A M AR s 6.45	A M AR s 8.55	A M AR Foot-note s **9.50**	A M AR 10.55	P M AR s 2.35	P M AR s 3.50	P M AR Foot-note s **5.33**	P M AR s 6.05			P M AR 1.25				P M AR Foot-note **6.55**	P M AR 11.10	A M AR 4.15			
		12	Mail Dock 0.73	55.66	5.20	6.41	8.49	9.46	10.52	2.30	3.47	f 5.29	6.01			1.20				6.49	11.05	4.10			
			Army Point 0.68	54.93	5.18	6.39	f 8.48	9.44	10.51	2.29	3.45	f 5.27	5.58			1.15				6.40	11.02	4.07			
			Arsenal 3.47	54.25	5.17	6.38	Foot-note **8.47**	9.43	Foot-note **10.50**	2.28	3.43	5.26	5.57			1.12				6.35	11.00	4.03			
		8	DN.Goodyear 1.03	50.78	5.12	6.32	s 8.40	9.38	10.45	2.23	3.38	s 5.18	**5.50**			**12.54**				6.18	10.50	**3.48**			
			* Hoyt (Spur) 3.15	49.75			f					f													
		12	Cygnus 1.00	46.60	5.04	6.24	f 8.32	9.33	10.40	2.17	3.31	f 5.08	5.39			12.03				**5.59**	**10.32**	**3.14**			
			Teal 2.44	45.60	5.02	6.22	f 8.30	9.31	10.38	2.15	3.29	f 5.06	5.37			P M 11.57				5.48	10.20	3.05			
			Sprig 2.87	43.16	4.57	6.17	8.25	9.27	10.33	2.11	3.25	5.00	**5.32**			11.42				**5.32**	9.40	2.55			
		6	DN.SUISUN 3.18	40.29	s **4.52**	s 6.12	s **8.20**	Foot-note s **9.23**	**10.28**	2.07	3.20	s **4.55**	s 5.26			**11.22** **9.50**				**4.55**	**9.19**	2.43			
		4	D ★ Tolenas 2.15	37.11	**4.45**	6.06	s 8.13	**9.18**	**10.24**	2.02	3.15	s 4.48	5.19			**9.29** **9.08**				4.32	**8.41**	2.15			
		3	Vanden 1.52	34.96			f					f													
		8	Cannon 3.97	33.44	4.38	5.59	f 8.05	9.12	10.21	1.57	3.09	f 4.42	5.12			8.30				4.15	8.18	1.55			
		10	DN.ELMIRA 4.83	29.47	s 4.32	s **5.53**	s **7.58**	9.06	10.17	1.52	3.03	s 4.34	s 5.04			**7.58**				3.58	8.00	1.41			
		6	D Batavia 3.35	24.64	4.23	**5.45**	s 7.47	8.58	10.12	1.45	2.56	s 4.23	★ 4.51			7.20				3.36	**7.42**	1.23			
		9	DN.Dixon 4.27	21.29	4.18	5.39	s 7.41	8.53	**10.08**	Foot-note **1.40**	2.51	s 4.17	s 4.44			**7.01**				3.20	7.15	1.11			
		8	Tremont 2.79	17.02	4.12	5.32	f **7.32**	8.48	10.02	1.29	2.44	f 4.07	4.36			6.37				3.00	**6.58**	12.55			
			Briggston (Spur) 1.00	14.23																					
		10	DN.DAVIS 3.72	13.23	s 4.05	s 5.25	s **7.25**	8.43	9.58	1.23	**2.38**	s 4.01	4.30 P M LV	A M AR **11.20**	P M AR **7.10**	**6.20** 5.45	A M AR **6.25**	A M AR 9.00	A M AR 9.40	**2.38**	**6.30** **5.55**	12.42			
			Swingle (Spur) 1.16	9.51			f					f		f	f										
		12	DN. Webster 3.43	8.35	3.57	**5.15**	**7.15**	**8.35**	9.53	1.16	2.30	**3.51**		11.11	**7.00**	**5.15**	6.00	**8.35**	9.23	**1.57**	5.35	12.20			
			Kobe 1.37	4.92	3.50	5.10	7.10	8.30	9.49	1.10	2.25	3.45		11.05	6.55	4.50	5.49	8.10	9.12	1.35	5.23	12.05			
			Lovdal (Spur) 1.40	3.55																					
		7	Mikon 2.15	2.15	3.46	5.06	7.06	8.26	9.46	1.06	2.21	3.41		11.01	6.51	4.38	5.40	**8.00**	**9.02**	1.27	5.15	A M **11.52**			
			DN.SACRAMENTO (56.54)	0.00	3.40 A M LV	5.00 A M LV	7.00 A M LV	**8.20** A M LV	9.40 A M LV	1.00 P M LV	**2.15** P M LV	3.35 P M LV		**10.55** A M LV	**6.45** P M LV	4.30 A M LV	5.30 A M LV	**7.50** A M LV	8.50 A M LV	1.20 P M LV	**5.05** P M LV	11.30 P M LV			
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
			Time over District		1.45	1.45	1.55	1.30	1.15	1.35	1.35	1.58	1.35	0.25	0.25	8.55	0.55	0.50	0.50	5.35	6.05	4.45			
			Average speed per hour		32.31	32.31	29.50	37.69	45.23	35.71	35.71	28.75	27.34	31.75	31.75	8.83	14.43	15.87	15.87	10.12	10.28	11.90			

★Tolenas—No train order semaphore.

FOOT-NOTES.—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.
No. 5 will wait at Dixon until 1.45 p. m. for No. 2. No. 5 take siding.
Nos. 17 and 20, 47 and 12, 9 and 4, 19 and 18, 48 and 221 may on their rights meet on double track between Arsenal and Benicia.
No. 269 daily except Monday.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Sacramento or Davis, except Nos. 1, 5, 9 and 47, which may be cleared at Davis by semaphore.

Trains will stop as follows:

At Joyce, Trains Nos. 17 and 19 on signal.

★ No. 11 will stop only to leave passengers from north of Davis.

§ No. 11 has no steamer connection at Vallejo Junction.

* Hoyt frog out.

WESTERN DIVISION: Main Line, Port Costa and Tracy.

East Bound.

FROM SAN FRANCISCO.

TIME TABLE

No. 108.

April 1, 1906.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		Third Class.			Second Class.				First Class.					DISTANCE FROM SAN FRANCISCO.	STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles	
		250	220	246	144	146	142	60	6	26	50	8	84				Danger Point	Caution Point
		Tracy Way Freight	C. P, Through Freight	Fresno Freight	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	C. P. Atlantic Express	The Owl	Stockton, Raymond & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger					
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily					
					PM LV 4.00	AM LV 9.40	AM LV 7.40	AM LV 7.40	PM LV 6.00	PM LV 5.00	PM LV 3.20	AM LV 10.20	AM LV 8.20	0.00	SAN FRANCISCO 32.17			
74,235	WTC	PM LV 1.00	AM LV 5.50	AM LV 12.50	PM LV **5.38**	AM LV 11.04	AM LV **9.12**	AM LV **9.12**	PM LV 7 30	PM LV **6.20**	PM LV **4.45**	AM LV 11.45	AM LV 9.37	32.17	DN. **PORT COSTA** 3.47	7	14	20
11,985	WT	**1.30**	6.03	1.03	s **5.46**	**11.14** AM AR	s 9.25	s 9.20	* 7.40	6.29	s **4.53**	s **11.54**	s 9.45	35.64	D **MARTINEZ** 1.24	5		
3,595					f		f	f						36.88	**Ertz** 0.90			
4,586					f		f	f						37.78	**Peyton** 1.37			
3,728		2.20	6.20	1.14	s 5.53 PM AR		s 9.40 AM AR	s 9.27 AM AR	7.46	6.34	f **5.00**	PM 12.01	† 9.51	39.15	D **AVON** 3.09	4	14	20
14,567		**3.03**	**6.48** **7.05**	1.25					7.50	6.39	f **5.12**	12.07	f 9.56	42.24	D **Bay Point** 3.26	4		
4,913		3.25	7.15	**1.45**					7.55	6.44	f 5.18	12.12	f **10.01**	45.50	**McAvoy** 4.39	5		
7,180	W	**4.02**	7.28	2.00					8.02	6.50	s 5.27	*12.21	Foot-note s **10.11**	49.89	DN. **Cornwall** 1.87	2		
1,333		4.10	7.35	2.06					8.05	6.52	f 5.29	12.24	f10.14	51.76	**Los Medanos** 2.30	3		
														54.06	**Empire** 0.48			
5,005		**4.48**	7.43	2.15					8.08	6.55	s 5.35	*12.29	s10.20	54.54	D **Antioch** 3.91	4		
4,456		5.10	7 58	2.28					8.15	7.01	f 5.42	12.36	f10.28	58.45	**Neroly** 4.25	4		
6,348	W	**5.49**	**8.21**	2.42					8.22	7.06	s **5.49**	*12.43	s **10.40**	62.70	DN. **Brentwood** 5.13	5		
4,940		6.20	8.45	2.58					* 8.29	7.13	s 5.58	f12.53	s10.50	67.83	D **Byron** 4.85	5		
3,457		6.40	**9.22**	3.13					8.37	7.19	f 6.06	1.02	f10.59	72.68	**Herdlyn** 3.96	4		2
5,693		7.00	9.45	3.27					8.42	7.24	s 6.12	1.08	f11.07	76.64	DN. **Bethany** 3.41	7		
2,519		**7.29**	**10.12**	3.38					8.48	**7.29**	6.18	1.14	11.13	80.05	**Janney** 3.20			
Term Yard WCTYO		7.50 PM AR	10.35 AM AR	**4.00** AM AR					8.55 PM AR	7.35 PM AR	¶ 6.25 PM AR	**1.20** PM AR	¶11.20 AM AR	83.25	DN. **TRACY** (51.08)			
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily					
		6.50	4 45	3.10	0.15	0.10	0.28	0.15	1.25	1.15	1.40	1.35	1.43		Time over District			
		7.47	10.74	16.13	29.72	20 82	14.96	27.92	36.05	40.86	30.64	32.26	29.75		Average speed per hour			

☞ **FOOT-NOTE.—No. 49 will wait at Cornwall until 10:14 a. m. for No. 84.**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.

WESTERN DIVISION: Main Line—Port Costa and Tracy.

TOWARD SAN FRANCISCO.

West Bound.

TIME TABLE
No. 108.
April 1, 1906.

Flagging distance expressed in number of rails: Danger Point	Flagging distance expressed in number of rails: Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.	Distance from Tracy.	First Class.						Second Class.				Third Class.			
					25	81	49	3	83	7	141	143	59	145	241	249	217	265
					The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	El Paso Freight	Tracy Way Freight	Ogden Freight	Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily
			SAN FRANCISCO 32.17	83.25	A M AR 8.48	A M AR 10.28	P M AR 12.08	P M AR 12.48	P M AR 4.48	P M AR 7.08	A M AR 9.28	P M AR 6.08	P M AR 6.08	P M AR 6.48				
		12	DN. PORT COSTA 3.47	51.08	A M AR s 7.25	A M AR s **9.12**	A M AR s10.47	A M AR s 11.28	P M AR s 3.24	P M AR s **5.38**	A M AR s 7.48	P M AR s **4.40**	P M AR s **4.40**	P M AR s 5.05	A M AR 8.15	P M AR 1.50	P M AR **6.15**	A M AR 2.45
14	20		D MARTINEZ 1.24	47.61	7.16	f 9.03	s10.38	**11.19**	s 3.15	s **5.28**	s 7.39	s 4.22	s 4.30	**4.53** P M LV	7.55	**1.30** P M **11.09**	**5.46** **5.18**	2.29
		11	Ertz 0.90	46.37							f	f	f					
			Peyton 1.37	45.47			f				f	f	f					
		7	D AVON 3.09	44.10	**7.10**	8.57	f10.32	11.14	3.08	* 5.20	**7.32** A M LV	4.10 P M LV	4.20 P M LV		**7.32** **7.00**	10.47	**5.00**	2.13
		7	D Bay Point 3.26	41.01	**7.05**	8.52	f **10.26**	11.09	f **3.03**	f **5.12**					**6.48**	**10.26**	4.35	2.00
		9	McAvoy 4.39	37.75	6.59	8.47	f10.19	11.04	2.58	f 5.05					6.35	**10.01**	4.22	**1.45**
		4	DN. Cornwall 1.87	33.36	6.53	f 8.40	Foot-note s **10.11**	10.58	f 2.51	s 4.56					6.18	9.30	**4.02**	1.20
			Los Medanos 2.30	31.49	6.50	8.37	f10.05	10.56	2.47	f 4.51					6.10	9.20	3.45	1.10
		6	Empire 0.48	29.19														
			D Antioch 3.91	28.71	6.47	s 8.33	s 9.59	10.52	s 2.43	s **4.48**								
14	20	8	Neroly 4.25	24.80	6.39	8.27	f 9.52	10.47	2.37	f 4.41					5.58	9.05	3.32	12.55
		9	DN. Brentwood 5.13	20.55	6.33	f **8.21**	s 9.44	**10.40**	f 2.31	s 4.33					5.43	8.45	3.17	12.38
		11	D Byron 4.85	15.42	6.25	f 8.13	s 9.33	10.30	f 2.23	s 4.23					5.25	**8.21**	3.02	12.20 A M
		10	Herdlyn 3.96	10.57	6.18	8.06	f **9.22**	10.22	**2.15**	4.13					5.02	7.45	2.40	11.50
		8	DN. Bethany 3.41	6.61	6.12	8.01	s 9.15	10.17	2.10	f 4.06					4.42	7.15	**2.15**	11.20
		14	Janney 3.20	3.20	6.07	7.57	9.08	**10.12**	2.05	4.00					4.27	6.58	1.50	11.00
			DN. TRACY	0.00	6.02 A M LV	7.52 A M LV	9.03 A M LV	10.07 A M LV	2.00 P M LV	3.55 P M LV					4.12	6.43	1.34	10.45
															4.00 A M LV	6.30 A M LV	**1.20** P M LV	10.30 P M LV
			(51.08)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily
			Time over District		1.23	1.20	1.44	1.21	1.24	1.43	0.16	0.30	0.20	0.12	4.15	7.20	4.55	4.15
			Average speed per hour		36.92	38.31	29.47	37.84	36.48	29.75	26.17	13.96	20.94	17.35	12.02	10.25	11.48	12.02

☞ **FOOT-NOTE.—No. 49 will wait at Cornwall until 10:14 a. m. for No. 84.**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card before leaving Tracy.

Trains will stop as follows:

At Nevada Dock, Trains Nos. 59, 141 and 143 on signal.

WESTERN DIVISION: Main Line—San Francisco and Tracy

East Bound.

FROM SAN FRANCISCO.

TIME TABLE
No. 108.
April 1, 1906.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Station.		Third Class.			Second Class.	First Class.								DISTANCE FROM SAN FRANCISCO.		STATIONS.		Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
		288	280	278	112	40	110	88	38	108	106	32	82						Danger Point	Caution Point
		Stockton & Sacramento Freight	San Jose Way Freight	Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	Livermore Passenger	Stockton and Lodi Passenger	Niles Passenger	Niles Passenger	Stockton & Sacramento Express	Stockton Passenger							
		Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily							
					PM LV 9.00	PM LV 6.20	PM LV 5.20	PM LV 4.40	PM LV 4.00	PM LV 3 40	AM LV 11.40	AM LV 8.40	AM LV 7.40	0.00	Via Oakland Ferry	DN SAN FRANCISCO	4.50			
					9.18	6.38	5.38	4.58	4.18	3.58	11.58	8.58	7.58	4.50		DN OAKLAND PIER				
					PM LV 9.27	PM LV 6.48	PM LV 5.48	PM LV 5.07	PM LV 4.27	PM LV 4.07	PM LV 12.07	AM LV 9.08	AM LV 8.07	4.50	Double Track.	DN OAKLAND PIER	1.39	6	14	20
Term. Yard WTYCO		PM LV 10.15	AM LV 11.05	AM LV 4.50										5.89		DN. West Oakland	1.71			
		Foot-note 10.23	Foot-note 11.12	Foot-note 4.57	Foot-note s 9.35	Foot-note s 6.56	Foot-note s 5.56	Foot-note s 5.15	Foot-note s 4.35	Foot-note s 4.15	Foot-note s12.15	Foot-note s 9.16	Foot-note s 8.16	7.60		D★ Oakland (First St.) S. P. Co. C. D. Crossing.	1.70	3		
20,042	W	10.30	11.17	5.03	s 9.39	† 6.59	† 5.59	† 5.19	4.39	† 4.19	†12.19	s 9.20	8.19	9.30		D★ East Oakland	0.72	3		
4,750														10.02		23rd Ave	0.65			
3,233		10.35	11.22	5.08	† 9.43	† 7.03	† 6.03	† **5.23**	4.42	† 4.23	†12.23	9.23	8.22	10.67		Fruitvale (No siding)	0.57			
410		10.37	11.24	5.10	s 9.44	s 7.04	f 6.04	s 5.24	4.43	s 4.24	s12.24	s 9.24	8.23	11.24		Sather (Spur)	0.30			
6,631		10.38	11.25	5.12	f 9.45	f **7.05**	f 6.05	f 5.25	4.44	f 4.25	f12.25	9.25	8.24	11.54		Melrose	1.08	4		
489														12.62		Kohler (Spur)	0.43			
543					f	f	f	f		f	f			13.05		Fitchburg (Spur)	1.32			
5,198		10.45	11.40	5.22	f 9.50	f 7.12	f 6.11	f 5.30	4.48	f 4.30	f12.30	9.30	8.28	14.37		Elmhurst	1.36			
8,528	W	10.48	11.55	5.26	s 9.52	s 7.14	s 6.14	s 5.35	**4.50**	s **4.33**	s12.33	s 9.33	8.31	15.73		D San Leandro	1.75	2		
803		10.53	PM 12.03	5.32	f 9.56	f 7.18	f 6.18	f 5.39	4.52	f 4.36	f12.37	★ 9.38	8.34	17.48		Estudillo	0.95	1		
4,540		10.56	12.10	5.34	s 9.58	s 7.21	s 6.20	s 5.41	4.54	s 4.38	s12.39	s 9.40	8.36	18.43		D Lorenzo	2.65	3		
10,443		11.03	**12.45**	**6.04**	s10.02	s 7.28	s **6.28**	s 5.48	4.58	s 4.43	s **12.45**	s 9.46	Foot-note ★ **8.40**	21.08		D Hayward	3.90	4		
12,378		11.13	**1.31**	6.20	f10.10	7.35	Foot-note f **6.36**	f 5.55	5.03	f 4.49	f12.53	9.54	8.46	24.98		Halvern	2.44	3		
5,786		11.21	1.45	6.38	s10.15	s 7.41	s 6.42	s 6.02	5.07	s 4.54	s12.58	s10.00	8.50	27.42		D Decoto	2.78	3		
20,426	WY	11.35	**2.05** PM AR	**7.12**	s10.20 PM AR	s **7.47** PM AR	s 6.47 PM AR	s **6.11**	s 5.14	5.00 PM AR	1.05 PM AR	**10.05** **10.12**	s 8.58	30.20		DN NILES	2.48	4		
2,483		11.43		7.30				f 6.20	† 5.19			f10.20	9.02	32.68		Farwell	3.92	7		
3,287		11.55		8.05				s 6.29	5.27			s10.32	9.09	36.60		D Sunol	5.20	8		
10,648		AM 12.12		**9.17**				s 6.41	s 5.35			s10.44	s **9.17**	41.80		D Pleasanton	1.51	3		
3,504								f						43.31		Remillard	0.69			
11,947		12.18		9.40				6.46	Foot-note **5.41**			10.50	9.21	44.00		Eliot	3.88	4		
12,020	WT	12.30		10.10 **11.20**				6.55 PM AR	s 5.47			s **11.02**	s **9.27**	47.88		D Livermore	3.59	5		
1,705		12.48		PM 12.10					5.53			11.10	9.33	51.47		Ulmar	4.50	7		
4,359		1.10		12.40					f 6.01			s11.20	f **9.40**	55.97		Altamont	4.50	10		
2,239		1.30		**1.33**					6.11			f11.30	9.50	60.47		Cayley	3.46	7		
2,674		1.48		2.00					f 6.19			s11.38	f 9.57	63.93		Midway	5.66	8		
1,772		2.10		2.35					6.27			11.49	10.05	69.59		Ellis	2.14	3		
WCTYO Interm. Yard		2.20 AM AR		2.50 PM AR					6.30 PM AR			¶11.54 AM AR	10.10 AM AR	71.73		DN. TRACY				
		Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily			(71.73)				
		4.05	3.00	10.00	0.53	0.59	0.59	1.48	2.03	0.53	0.58	2.46	2.03			Time over District				
		16.12	8.10	7.45	29.09	26.54	26.54	24.10	32.79	29.09	26.58	24.30	32.79			Average speed per hour				

☞ **FOOT-NOTES.—See Special Rule, page 23, movement of trains between Oakland Pier and Fruitvale.**

No. 109 will wait at Hayward until 8.44 a. m for No. 82.
No. 107 will wait at Halvern until 6.41 p m. for No. 110.
No. 37 will wait at Eliot until 5.44 p. m. for No. 38.

No. 106 is superior to No. 105.

Trains will stop as follows:

At Seminary Park, all passenger trains, except Nos. 38 and 82, on signal.
At South San Leandro, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Cherry, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Brightside, No. 88 on signal.
† At Sunol, stop on signal to receive passengers for east of Livermore.

★ No Train-order Semaphore.

At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.
At Bell Spur, No. 32 on signal.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Oakland Pier or West Oakland.

WESTERN DIVISION: Main Line—San Francisco and Tracy.

TOWARD SAN FRANCISCO.

West Bound.

TIME TABLE
No. 108.
April 1. 1906.

Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM SACRAMENTO.	First Class.							Second Class.	Third Class.	
					39 San Jose Passenger Daily	**87** Livermore & San Jose Passenger Daily Ex. Sun.	**109** San Jose Passenger Daily	**105** Niles Passenger Daily	**31** Stockton & Sacramento Express Daily	**37** Stockton Passenger Daily	**107** Niles Passenger Daily	**85** Livermore & San Jose Passenger Sunday Only	**277** Way Freight Daily Ex. Sun.	**279** San Jose Way Freight Daily
			DN SAN FRANCISCO	139.67	AM AR 7.08	AM AR 8.48	AM AR 9.48	PM AR 2.48	PM AR 4.08	PM AR 7.28	PM AR 7.48	AM AR 11.48		
			4.50 Via Oakland Ferry											
			DN OAKLAND PIER	135.17	6.48	8.28	9.28	2.28	3.48	7.08	7.28	11.28		
			DN. OAKLAND PIER	135.17	AM AR 6.42	AM AR 8.12	AM AR 9.14	PM AR 2.20	PM AR 3.42	PM AR 7.02	PM AR 7.22	AM AR 11.12		
			1.39											
			DN West Oakland	133.78									PM AR 5.40	PM AR 9.40
		5	1.71											
			D ★ Oakland (First St.) S. P. Co. C. D. Crossing.	132.07	s 6.33	s 8.04	s 9.06	s 2.12	s 3.32	s 6.53	s 7.14	s11.03	5.30	9.33
		5	1.70 Double Track.											
			D ★ East Oakland	130.37	6.28	★ 8.00	★ 9.02	★ 2.08	s 3.28	6.48	★ 7.11	★10.58	5.16	9.27
			0.72											
			23d Avenue	129.65	★									
			0.65											
		6	Fruitvale (No siding)	129.00	Foot-note ★ 6.24	Foot-note ★7.56	Foot-note ★ 8.59	Foot-note ★2.04	Foot-note 3.24	Foot-note ★ 6.44	‖ Foot-note 7.07	Foot-note ★10.55	Foot-note **5.10**	Foot-note 9.20
			0.57											
			Sather (Spur)	128.43	s 6.23	f 7.54	8.58	s 2.02	s 3.23	6.43	f 7.06	s10.53	5.07	9.17
			0.30											
			Melrose	128.13	6.22	f 7.53	8.57	f 2.01	3.22	6.42	f **7.05**	f10.52	5.06	9.15
			1.08											
			Kohler (Spur)	127.05										
			0.43											
		9	Fitchburg (Spur)	126.62	f	f		f				f		
			1.32											
			Elmhurst	125.30	f 6.16	f 7.47	f 8.52	f 1.56	3.17	6.38	f 6.59	f10.46	4.55	8.55
			1.36											
			D San Leandro	123.94	s 6.14	s 7.43	s 8.50	s 1.52	s 3.14	6.36	s 6.57	s10.42	**4.50** 4.00	8.50
		4	1.75											
			Estudillo	122.19	f 6.11	f 7.39	f 8.46	f 1.48	3.11	6.33	f 6.52	f10.38	3.45	8.40
		2	0.95											
			D Lorenzo	121.24	s 6.09	s 7.37	s 8.45	s 1.46	s 3.08	6.32	s 6.50	s10.36	3.40	8.35
		6	2.65											
14	20		D Hayward	118.59	s **6.04**	s 7.32	Foot-note s **8.40**	s 1.40	s **3.03**	**6.28**	s 6.44	s10.30	**3.03**	8.20
		9	3.90											
			Halvern	114.69	f 5.56	f 7.23	f 8.32	f **1.31**	2.56	6.21	Foot-note f **6.36**	f10.21	2.33	8.05
		5	2.44											
			D Decoto	112.25	s 5.52	s 7.18	s 8.28	s 1.26	s 2.51	6.16	f 6.29	s10.16	2.20	7.57
		6	2.78											
			DN NILES	109.47	5.47 AM LV	**7.12** 7.05	8.22 AM LV	1.20 PM LV	2.45 2.37	**6.11** 6.06	**6.21** PM LV	s**10.10**	**2.05**	**7.47** PM LV
		7	2.48											
			Farwell	106.99		f 6.59			‡ 2.32	‡ 6.02		f 9.58	1.44	
		12	3.92											
			D Sunol	103.07		s 6.51			s 2.23	s 5.54		s 9.51	1.25	
		12	5.20											
			D Pleasanton	97.87		s 6.41			s 2.13	s 5.45		s 9.41	1.00	
		3	1.51											
			Remillard	96.36		f			f			f		
			0.69											
		10	Eliot	95.67		6.37			2.10	Foot-note **5.41**		9.36	12.20	
			3.88											
			D Livermore	91.79		6.30 AM LV			s 2.03	s 5.32		**9.30** AM LV	PM 11.59 **10.44**	
		9	3.59											
			Ulmar	88.20					1.54	5.23			10.15	
		14	4.50											
			Altamont	83.70					s 1.45	f 5.16			**9.40**	
		15	4.50											
			Cayley	79.20					† **1.33**	f 5.05			9.00	
		12	3.46											
			Midway	75.74					f 1.25	f 4.58			8.32	
		18	5.66											
			Ellis	70.08					1.14	4.47			8.06	
		6	2.14											
			DN. TRACY	67.94					1.10 PM LV	4.43 PM LV			7.55 AM LV	
			(67.23)		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily
			Time over District		0.57	1.42	0.52	1.00	2.32	2.19	1.01	1.42	9.45	1.53
			Average speed per hour		27.05	25.51	29.65	25.70	17.39	29.20	25.28	25.51	9.40	13.65

★ No Train-order Semaphore.

☞ **FOOT-NOTES.—See Special Rule, page 23, movement of trains between Oakland Pier and Fruitvale.**

No. 109 will wait at Hayward until 8.44 a. m. for No. 82.

No. 107 will wait at Halvern until 6.41 p. m. for No. 110.

No. 37 will wait at Eliot until 5.44 p. m. for No. 38.

No. 106 is superior to No. 105.

‖ Stops daily for railroad mail.

‡ Stop on signal daily, except Sunday, to receive passengers.

Trains will stop as follows:

At Seminary Park, all passenger trains, except Nos. 31, 37 and 109 on signal.

At South San Leandro, all passenger trains, except Nos. 31, 37 and 109 on signal.

At Cherry, all passenger trains except Nos. 31 and 37 on signal.

At Merienda, No. 87 on signal.

At Mayborg, No. 87 on signal.

At Brightside, No 87 on signal.

At Verona, Nos. 31, 37, 85, and 87 on signal.

At Bonita, Nos. 31, 37, and 87 on signal.

ound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

must get clearance card before leaving Tracy.

WESTERN DIVISION: Main Line—Tracy and Sacramento.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class.							Second Class.			First Class.									DISTANCE FROM SAN FRANCISCO VIA NILES.	TIME TABLE No. 108. April 1, 1906. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging dist[illegible] expressed in numb[illegible] poles.	
	220	292	286	300	298	288	284	134	136	126	6	50	38	124	8	32	84	82	122				Danger Point	Cauti Poi
	C. P. Through Freight	Placerville Passenger and Freight	Way Freight	Fresno Freight	Merced Freight	Stockton & Sacramento Freight	Steamer Freight Limited	Fair Oaks & Placerville Passenger	Stockton Passenger	Stockton Passenger	C. P. Atlantic Express	Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Stockton Passenger	Sacramento Passenger					
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
									AM LV 10.20	AM LV 8.20	PM LV 6.00	PM LV 3.20	PM LV 4.00		AM LV 10.20	AM LV 8.40	AM LV 8.20	AM LV 7.40		0.00	DN.SAN FRANCISCO 71.73			
Interm. Yard WCTYO	AM LV 11.20		AM LV 6.45	AM LV 6.15	AM LV **5.55**	AM LV 2.50			PM LV 1.12		PM LV 9.00	PM LV 6.50	PM LV 6.35	PM LV 3.00	PM LV 1.30	PM 12.15	AM LV 11.35	AM LV 10.15	AM LV **8.00**	71.73	DN TRACY 3.09	4	14	20
4,220	**11.40**		6.58	6.27	6.05	3.02			f 1.20		9.07	f **6.55**	**6.40**	s 3.06	f **1.39**	**12.21**	**11.40**	10.20	s 8.06	74.82	Banta 3.70	4		
3,452	**11.59**		7.07	6.39	6.15	3.15			**1.32**		9.13	7.01	6.45	3.12	1.44	**12.32**	**11.47**	10.25	8.11	78.52	Minard 4.30	6		
32,675 WY	PM **12.19** **12.41**		**7.32**	6.55 AM AR	6.30 AM AR	3.30	AM LV 2.45		**1.40** 1.53	AM LV 11.57	s 9.21	s 7.10 PM AR	s 6.52	**3.20** 3.35	**1.50** PM AR	s **12.41**	11.55 AM AR	s10.32	**8.22** **8.30**	82.82	DN.LATHROP 4.21	5		
5,214	1.00		**8.15**			3.45	3.00		f 2.03	PM f **12.15**	9.30		f **7.01**	s 3.45		*12.49		10.40	f 8.39	87.03	French Camp 1.66			
																				88.69	A. & S. J. Crossing 3.01	7		
Interm. Yard WCTYO	1.20		**8.40** **9.21**			4.10	3.25		2.13 PM AR	12.25 PM AR	s 9.42		s 7.10	s **4.00**		1.00 1.05		**10.50** AM AR	s **8.50**	91.70	A. T. & S. F. Crossing DN STOCKTON 1.62	3		
460																				93.32	Armbrust (Spur) 0.34			
9,454	1.28		9.40			4.17	3.32				9.46		* 7.14	**4.08**		f 1.09			f **8.55**	93.66	El Pinal 0.75			
3,556																				94.41	Rand (Spur) 3.18	4		
3,383	1.42		10.00			4.28	3.46				9.53		7.21	f 4.16		1.17			f **9.10**	97.59	Castle 3.49	4		
3,100	1.55		**10.20**			4.40	3.58				9.59		* 7.28	f 4.24		1.23			f 9.16	101.08	Armstrong 3.21	4		
18,707 WCT	**2.15**		**11.28**			4.58	4.10				s**10.07**		7.35 PM AR	s 4.32		s 1.32			s 9 23	104.29	DN.LODI 1.80			
3,000																				106.09	• Urgon (Spur) 1.12	3		
6,461	2.26		PM 12.25			5.08	4.21				10.12			s 4.38		s **1.38**			s 9.28	107.21	D Acampo 3.29	4		
3,193	2.38		**1.05**			5.20	4.32				10.17			f 4.46		f 1.44			f 9.34	110.50	Forest Lake 2.40	3		
8,276 WCT	2.50		**1.50**			5.33	4.42				s10.22			s 4.51		s **1.50**			s **9.38**	112.60	DN.GALT 3.82	5		
3,177	3.04		2.15			5.48	4.54				10.28			5.00		1.57			9.45	116.42	Need 1.99	2		
1,229	3.12		2.23			5.55	5.01				10.31			f 5.05		f 2.01			f 9.49	118.41	Arno 1.89	2		
3,244	3.18		2.32			6.02	5.07				10.35			f 5.10		f 2.05			f 9.52	120.30	McConnell 3.54	4		
4,338	3.32		2.50			6.14	5.19				10.41			s 5.18		s 2.12			s 9.59	123.84	D Elk Grove 2.78	3		
2,519	3.43		3.05			6.25	5.28				10.46			5.25		2.18			**10.04**	126.62	Graham 3.36	4		
4,903 W	3.57		3.25			**6.45**	5.39				10.52			s **5.37**		s 2.24			s10.12	129.98	D Florin 4.05	5		
2,484	4.15		3.50			**7.03**	5.53				s11.00			s 5.45		s 2.35			s**10.25**	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing.			
2,484	4.15		**3.50**			7.03	5.53	AM LV **9.25**						5.45		2.35			**10.25**	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing. 3.09	6	14	20
3,251 Y	4.30 PM AR		4.03 PM AR			7.13 AM AR	**6.10** AM AR	9.31 AM AR						5.51 PM AR		2.41 PM AR			10.31 AM AR	137.12	★ ELVAS 3.30 Foot-note			
Term. Yard WCTO	4.45 PM AR		4.15 PM AR			7.25 AM AR	6.30 AM AR	9.40 AM AR						6.00 PM AR		2.50 PM AR			10.40 AM AR	140.42	DN.SACRAMENTO			
2,484		PM LV **5.25**									11.00									134.03	DN.BRIGHTON 2.60	4	14	20
1,034		5.33									11.06									136.63	Homestead 3.04	6		
Term. Yard WCTO		5.45 PM AR									11.15 PM AR									139.67	DN .SACRAMENTO			
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(67.94)			
	5.25	0.20	9.30	0.40	0.35	4.35	3.45	0.15	1.01	0.28	2.15	0.20	1.00	3.00	0.20	2.35	0 20	0.35	2.40		Time over District			
	13.72	16.92	7 23	16 63	19.01	15.02	15.18	25.56	24.96	19 03	30.19	33.27	32 56	22.90	33 27	26.58	33.57	34.25	27.19		Average speed per hour			

☞ **NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.**
★ **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.
Automatic signals are in service between Tracy and Stockton. (See page 22; also Rules 38 to 51 inclusive. Pages 94 to 97 Book of Rules.)
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Tracy and Sacramento.
Trains must get clearance card before leaving Tracy or Lathrop.

Trains will stop as follows:
At San Joaquin Bridge, 122, 124, 136 on sig[illegible]l.

WESTERN DIVISION: Main Line—Tracy and Sacramento.

TOWARD SAN FRANCISCO.

West Bound.

TIME TABLE
No. 108.
April 1, 1906.

Flagging distance expressed in number of poles. Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM SACRAMENTO.	First Class.									Second Class.			Third Class.						
					25	81	49	3	31	83	7	37	121	135	125	133	283	217	291	285	297	299	287
					The Owl	Stockton and Lodi Passenger	Fresno & Stockton Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Bakersfield Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & Fair Oaks Passenger	Sunset Freight Limited	Ogden Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Merced Freight	Fresno Freight	Sacramento Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			DN. SAN FRANCISCO 41.73	139.67	AM AR 8.48	AM AR 10.28	PM AR 12.08	PM AR 12.48	PM AR 4.08	PM AR 4.48	PM AR 7.08	PM AR 7.28		PM AR 12.08									
14	20	6	DN. TRACY 3.09	67.94	AM AR 5.55	AM AR 7.50	AM AR ¶ 8.42	AM AR 10.00	PM AR ¶ 12.45	PM AR ¶ 1.45	PM AR 3.50	PM AR 4.37	PM AR 7.30	AM AR 8.50				PM AR 12.35		PM AR 7.10	PM AR 5.55	PM AR 7.55	AM AR 1.00
		8	Banta 3.70	64.85	5.48	7.44	8.35	9.53	s12.39	1.39	3.44	f 4.32	★ 7.23	f 8.44				12.21 PM		6.55 6.35	5.40	7.43	12.46
		10	Minard 4.30	61.15	5.42	7.38	8.29	9.47	12.32	1.32	3.37	4.25	7.17	8.38				11.59 11.42		6.20	5.23	7.28	12.30
		10	DN. LATHROP 4.21	56.85	5.35 AM LV	s 7.32	8.22 AM LV	s 9.40	s12.24	1.25 PM LV	3.30 PM LV	s 4.17	s 7.10	s 8.30	AM AR 11.50		AM AR 9.30	11.23		6.05	5.05 PM LV	7.10 PM LV	12.10 AM
		12	French Camp 1.66	52.64		7.25		9.30	f12.15			f 4.09	f 7.01	f 8.15	f11.40		9.17	11.10		5.45			11.40
			A. & S. J. Crossing 3.01	50.98																			
			A. T. & S. F. Crossing DN. STOCKTON 1.62	47.97		s 7.16		s 9.21	12.05 PM 11.55			4.00 PM LV	6.47	8.05 AM LV	11.30 AM LV		9.02	10.55		5.30 4.25			11.15
		4	Armbrust (Spur) 0.34	46.35																			
		9	El Pinal 0.75	46.01		† 7.11		9.15	f11.49				f 6.40				8.55	10.47		4.08			10.47
			Rand (Spur) 3.18	45.26																			
		9	Castle 3.49	42.08		f 7.05		9.10	11.41				f 6.33				8.30	10.33		3.35			10.32
		7	Armstrong 3.21	38.59		f 7.00		9.03	11.34				f 6.28				8.18	10.20		3.15			10.19
		4	DN. LODI 1.80	35.38		6.55 AM LV		s 8.58	s11.28				s 6.23				8.09	10.09		3.00 2.15			10.07
		3	Urgon (Spur) 1.12	33.58																			
		8	D Acampo 3.29	32.46				8.53	s11.22				s 6.17				8.00	9.58		1.38			9.45
		5	Forest Lake 2.10	29.17				8.48	f11.15				f 6.12				7.50	9.47		1.05			9.33
		10	DN. GALT 3.82	27.07				s 8.45	s11.10				s 6.08				7.43	9.38		12.40 PM			9.25
		4	Need 1.99	23.25				8.38	10.58				5.59				7.28	9.15		11.40			9.10
		4	Arno 1.89	21.26				8.35	f10.54				f 5.55				7.22	9.08		11.15			9.03
		8	McConnell 3.54	19.37				8.32	f10.51				f 5.52				7.17	9.02		10.51			8.58
		6	D Elk Grove 2.78	15.83				8.27	s10.44				s 5.47				7.05	8.50		10.22			8.47
		9	Graham 3.36	13.05				8.22	10.37				5.43				6.55	8.41		10.04			8.38
		10	D Florin 4.05	9.69				8.17	s10.34				s 5.37				6.45	8.29		9.37			8.28
			DN. BRIGHTON S. P. Co. Sac. Div. Crossing.	5.64				8.10	10.25				5.30				6.33	8.10		9.20			8.15
14	20	9	DN. BRIGHTON S. P. Co. Sac. Div. Crossing. 3.09 (Foot-note)	6.39					s10.25				s 5.30			PM AR 3.50	6.33	8.10		9.20			8.15
			★ ELVAS 3.30 (Foot-note)	3.30					10.19 AM LV				5.24 PM LV			3.44 PM LV	6.17 AM LV	7.57 AM LV		9.02 AM LV			8.02 PM LV
			DN. SACRAMENTO	00.0					10.10 AM LV				5.15 PM LV			3.35 PM LV	6.05 AM LV	7.45 AM LV		8.50 AM LV			7.50 PM LV
14	20	8	DN. BRIGHTON 2.60	5.64				s 8.10											AM AR 6.53				
		12	Homestead 3.04	3.04				8.03											f 6.42				
			DN. SACRAMENTO	0.00				7.55 AM LV											6.30 AM LV				
			(67.94)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			Time over District		0.20	0.55	0.20	2 05	2.35	0.20	0.20	0.37	2.15	0.45	0.20	0.15	3.25	4 50	0 23	10.20	0.50	0.45	5.10
			Average speed per hour		33.27	35.82	33 27	32.61	26.59	33 27	33.27	32.38	30.53	26 63	26.64	25.56	16.86	14.22	14.70	5.57	13.30	14.79	13.63

Trains will stop as follows:
At San Joaquin Bridge, Nos. 37 and 135 on signal.

☞ **NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.**
★ **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Tracy and Sacramento.
Trains must get clearance card before leaving Sacramento and Lathrop.
Automatic Signals are in Service between Tracy and Stockton. See page 22, also Rules 38 to 51 inclusive, pages 94 to 97, Book of Rules.

WESTERN DIVISION: Main Line—Lathrop and Fresno.

East Bound. FROM SAN FRANCISCO. **TOWARD SAN FRANCISCO. West Bound.**

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		Third Class.			Second Class.	First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 108. April 1, 1906. STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.				Second Class.	Third Class.		
		254	300	298	158	50	8	84	Danger Point	Caution Point						Danger Point	Caution Point	25	49	83	7	157	299	297	253
		Sunset Freight Limited	★ Fresno Freight	Merced Freight	Madera Passenger and Freight	Fresno and Raymond Passenger	Los Angeles Passenger	Bakersfield Passenger										The Owl	Fresno & Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Madera Passenger & Freight	★ Fresno Freight	Merced Freight	Sunset Freight Limited
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
						PM LV 3.20	AM LV 10.20	AM LV 8.20				0.00	SAN FRANCISCO	206.65				AM AR 8.48	PM AR 12.08	PM AR 4.48	PM AR 7.08				
32,675	WY	AM LV 9.40	AM LV 7.05	AM LV 6.35		PM LV **7.15**	PM LV 1.52	AM LV 11.58	14	20	7	94.34	DN LATHROP 0.68	112.31	8	14	20	AM AR s 5.34	AM AR s 8.20	PM AR s 1.21	PM AR s 3.21		PM AR **7.05**	PM AR 5.00	AM AR 2.40
												95.02	A. & S. J. Crossing 3.02	111.63											
1,370		9.52	7.15	6.45		f 7.22	f 2.00	PM 12.04				98.04	Manteca 1.80	108.61	4			5.26	f 8.11	1.14	3.13		6.53	4.47	2.25
3,250		9.58	7.20	6.49		7.25	2.04	12.07			9	99.84	Morrano 4.72	106.81	9			5.23	8.08	1.11	3.10		6.48	4.42	2.20
4,462		10.13	7.40	7.02		f 7.33	s 2.14	12.14				104.56	D Ripon 3.02	102.09	6			5.16	s 8.02	1.03	s 3.02		6.36	4.28	2.06
3,060		10.22	**7.57**	7.10		f 7.39	f 2.21	12.19			8	107.58	Salida 6.76	99.07	14			5.11	f **7.57**	12.58	f 2.55		6.27	4.20	1.57
10,341	W	10.43	9.00	**7.44**		s 7.52	s **2.42**	s12.30			6	114.34	DN Modesto 4.31	92.31	9			5.01	s **7.44**	s12.47	s **2.42**		6.08	3.55	1.36
4,461		10.58	9.15	8.05		f 7.59	s 2.52	**12.40**			5	118.65	D Ceres 1.93	88.00	4			4.54	f 7.35	**12.40**	s 2.32		5.45	3.15	1.23
422												120.58	Esmar (Spur) 1.40	86.07	3										
2,212		11.07	9.27	8.15		f 8.05	f **3.00**	12.45			6	121.98	Keyes 5.41	84.67	11			4.49	f 7.29	12.34	2.24		5.35	**3.00**	1.13
6,274		11.25	9.46	8.31		s 8.15	s 3.14	s12.52			7	127.39	D Turlock 5.80	79.26	11			4.41	s 7.20	s12.27	s 2.13		5.15	2.35	12.57
1,336		11.47	10.06	8.47		f 8.25	f 3.28	1.00			6	133.19	Delhi 4.30	73.46	9			4.32	f 7.10	12.17	2.03		4.50	2.17	12.40
4,173	W	PM **12.11**	10.21	9.00		f 8.32	s 3.38	s 1.06			8	137.49	D Livingston 2.60	69.16	5			4.25	f 7.03	**12.11**	f **1.56**		4.35	**1.56**	12.27
1,666		12.20	10.30	9.10		f 8.37	f 3.44	1.09				140.09	Arena 4.19	66.56	9			4.22	f 6.59	12.07	1.50		4.22	1.33	12.18
4,885		**12.45**	11.00	9.25		f 8.45	s **3.54**	f **1.15**				144.28	D Atwater 1.69	62.37	15			4.16	f 6.52	f12.01 PM	s 1.42		**3.54**	**1.15** **12.45**	12.06
2,307											8	145.97	Buhach 1.82	60.68											
461												147.79	Ashby (Spur) 3.94	58.86											AM
15,521	WCT	**1.30**	11.30 PM **12.20**	9.50 AM AR		s 9.00	s 4.15	Foot-note s **1.30**	14	20	7	151.73	DN MERCED 6.00	54.92	12	14	20	4.05	s 6.40	s**11.51**	Foot-note s **1.30**		3.10	**12.05** PM LV	11.44
2,427		**2.00**	12.42			f 9.09	f 4.27	**1.40**			4	157.73	Lingard 3.91	48.92	8			3.57	f 6.30	11.40	1.13		**2.00** **1.35**		11.20
4,810		2.20	**1.07**			f 9.14	f 4.33	1.46			8	161.64	Athlone 5.38	45.01	13			3.52	f 6.23	11.35	f **1.07**		**1.07**		11.09
2,497							★					167.02	Sierra Vista (Spur) 0.98	39.63											
2,331		2.42	1.30			f 9.23	s 4.45	f 1.56			7	168.00	D Minturn 1.33	38.65	11			3.42	f 6.12	f11.27	s12.56		12.33		10.49
680												169.33	McNear (Spur) 3.97	37.32											
1,406		3.00	**2.03**			f 9.32	f 4.57	**2.03**			5	173.30	Califa 4.29	33.35	9			3.35	f 6.03	11.20	12.47		12.15		10.32
13,964	WCT	3.15	2.30		AM LV **11.15**	sx 9.44	s 5.07	s **2.10**	14	20	9	177.59	DN BERENDA 7.44	29.06	15	14	20	x 3.29	s 5.57	s**11.15**	s12.40	PM AR **2.05**	12.03 PM		10.19
22,897	OT	3.40	3.15		**11.35** AM AR	s **9.56**	s 5.25	s 2.24			3	185.03	DN Madera 2.78	21.62	6			3.14	s 5.45	s**11.03**	s12.27	1.45 PM LV	**11.35** **10.53**		**9.56**
1,768		3.50	3.25			f10.01	f 5.32	2.28			4	187.81	Borden 3.50	18.84	7			3.08	f 5.40	10.59	f12.22		10.40		9.32
3,884		4.02	3.33			f10.06	f 5.38	2.33			6	191.31	Irrigosa 3.28	15.34	11			3.03	f 5.34	10.54	12.17		10.30		9.21
744												194.59	Tharsa (Spur) 2.21	12.06											
11,877	W	4.20	3.47			f10.14	f 5.49	2.42			5	196.80	Herndon 4.50	9.85	10			2.55	f 5.25	10.47	f12.07		10.18		9.0
2,501		4.35	3.58			f10.20	f 5.58	2.49			7	201.30	Muscatel 5.35	5.35	12			2.48	f 5.18	10.42	PM 11.59		10.08		8.4
Term. Yard	WCTYO	5.00 PM AR	4.15 PM AR			10.30 PM AR	6.10 PM AR	3.00 PM AR				206.65	DN FRESNO (112.31)	0.00				2.40 AM LV	5.10 AM LV	10.35 AM LV	11.50 AM LV		9.55 AM LV		8.3 PM
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
		7.20	9.10	3.25	0.20	3.15	4.18	3.02					Time over District					2.54	3.10	2.46	3.31	0.20	8.45	4.55	6.10
		16.20	13.48	16.79	22.32	34.56	26.11	37.08					Average speed per hour					38.73	35.47	40.60	31.93	22.32	12.64	11.67	18.21

FOOT-NOTE.—**No. 7 will take siding for No. 84 at Merced.**
West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)
Trains must get clearance card before leaving Lathrop or Fresno.

★ No. 300, No. 299 may carry passengers between Merced and Lathrop.
x Pick up or leave Yosemite sleeper.

WESTERN DIVISION: Main Line—Tracy and Mendota.

East Bound. **FROM SAN FRANCISCO.**

TOWARD SAN FRANCISCO. West Bound.

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	Third Class.		First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.		TIME TABLE No 108. April 1, 1906. STATIONS.	DISTANCE FROM MENDOTA VIA ANTIOCH.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.	Third Class.	
	248 ★ Way Freight Daily	246 Fresno Freight Daily	26 The Owl Daily	36 Visalia Passenger Daily	Danger Point	Caution Point							Danger Point	Caution Point	35 Visalia Passenger Daily	247 ★ Way Freight Daily	241 El Paso Freight Daily
			PM LV 5.00	AM LV 8.20				0.00		SAN FRANCISCO 83.25	175.45				PM AR 4.08		
Interm. Yard WCTYO	AM LV 10.00	AM LV 5.20	PM LV 7.40	AM LV 11.35	14	20		83.25	DN	TRACY	92.20		14	20	PM AR ¶12.40	PM AR 4.10	AM AR 3.10
							9			2.58		14					
3,130	10.10	5.30	7.45	11.40				85.83		Lyoth A. & S. J. Crossing	89.62				12.35	3.55	3.00
										3.02							
4,353	10.22	5.39	7.49	f11.46				88.85		Yarmouth	86.60				f12.30	3.43	2.48
							6			4.60		10					
4,515	10.40	5.52	7.56	s11.52				93.45		Vernalis	82.00				s12.23	3.25	2.32
							4			2.40		8					
1 008				f				95.85		Cowell (Spur)	79.60				f		
										1.35							
2,590	10.54	6.03	8.02	11.58				97.20		Hally	78.25				12.14	3.10	2.17
							5			4.05		10					
4,404 W	11.10	6.14	8.08	PM s**12.07**				101.25	DN	Westley	74.20				s**12.07**	2.55	2.04
							8			7.10		16					
4,920	**11.53**	6.37	8.20	f12.21				108.35		Emerald	67.10				PM f**11.53**	2.20	1.35
							7			5.70		14					
6,751	PM **12.32**	6.54	8.28	s**12.32**				114.05	D	Crow's Landing	61.40				s11.42	1.50	1.17
							7			6.30		15					
7,883 W	**1.10** 1.40	7.15	s 8.38	s**12.44**				120.35	DN	Newman	55.10				s11.29	**1.10** **12.30**	12.55
							4			4.00		9					
5,350	1.55	7.28	8.45	f12.52				124.35		Gustine	51.10				f11.22	12.01	12.37
							4			3.40		8					
3,336	2.06	7.37	8.50	f12.57				127.75		Linora	47.70				f11.14	PM 11.35	12.27
							3			2.50		6					
7,241	2.15	7.45	8.54	s 1.03				130.25		Ingomar	45.20				s**11.10**	**11.10**	12.18
							7			6.40		14					
5,515	2.45	8.05	9.05	s 1.16				136.65	D	Volta	38.80				s10.58	10.20	AM 11.58
							6			4.70		10					
34,222 WY	3.50	8.28	s 9.13	s 1.27				141.35	DN	Los Banos	34.10				s10.47	9.50	11.45
							9			7.80		18					
3,[illegible]	4.20	**9.03**	9.24	f 1.42				149.15		Agatha	26.30				f10.33	**9.03**	11.05
							6			4.70		12					
7,744	5.30	9.17	9.30	s 1.50				153.85	D	Dos Palos	21.60				s10.25	8.30	10.46
							8			6.80		16					
4,490	5.55	9.35	9.42	f 2.03				160.65		Oxalis	14.80				f10.14	7.59	10.20
							8			6.40		16					
9,126 W	6.20	**10.04**	**9.55**	s 2.14				167.05	DN	Firebaugh	8.40				s**10.04**	7.35	**9.55**
							6			4.56		12					
2,546	6.37	10.17	10.03	2.22				171.61		Cromir	3.84				9.56	7.15	9.28
							5			3.84		10					
33,298 WCT Term. Yard	7.00 PM AR	10.30 AM AR	10 10 PM AR	2.30 PM AR				175.45	DN	MENDOTA	0.00				9.50 AM LV	7.00 AM LV	9.15 PM LV
	Daily	Daily	Daily	Daily						(92.20)					Daily	Daily	Daily
	9.00	5.10	2.30	2.55						Time over District					2.50	9.10	5.55
	10.85	17.84	36.88	31.61						Average speed per hour					32.54	10.85	15.58

All trains will approach Tracy yard under full control, prepared to stop if necessary.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

Trains must get clearance card before leaving Tracy or Mendota.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

★ Nos. 247 and 248 may carry passengers.

WESTERN DIVISION: Branch Lines.

SAN RAMON BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		East Bound. FROM SAN FRANCISCO. Second Class. 144 San Ramon Passenger Daily	142 San Ramon Passenger and Freight Daily Ex. Sun.	60 San Ramon Passenger Sunday Only	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.		TIME TABLE No. 108. April 1, 1906. STATIONS.	DISTANCE FROM SAN RAMON.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	TOWARD SAN FRANCISCO. West Bound. Second Class. 141 San Ramon Passenger Daily	143 San Ramon Passenger and Freight Daily Ex. Sun.	59 San Ramon Passenger Sunday Only
		PM LV 4.00	AM LV 7.40	AM LV 7.40		0.00		SAN FRANCISCO 39.15	58.85				AM AR 9.28	PM AR 6.08	PM AR 6.08
3,728		PM LV 5.53	AM LV 9.40	AM LV 9.27	7	39.15	D	AVON 4.40	19.70	11	14	20	AM AR s 7.32	PM AR s 4.10	PM AR s 4.20
5,740	W	s 6.03	s10.20	s 9.38	5	43.55	D	Concord 0.74	15.30	6			s 7.20	s 3.47	s 4.10
953						44.29		Nacio 1.86	14.56						
4,098		f 6.08	f10.35	f 9.45	5	46.15		Hookston 3.00	12.70	7			f 7.13	f 3.10	f 4.03
3,236		s 6.15	s10.45	s 9.52	8	49.15	D	Walnut Creek 4.40	9.70	11			s 7.06	s 2.58	s 3.56
1,215		s 6.23	s10.59	s10.02	4	53.55		Hemme 2.20	5.30	6			s 6.53	s 2.40	s 3.47
4,185		s 6.28	s11.06	s10.08	3	55.75	D	Danville 1.70	3.10	4			s 6.48	s 2.32	s 3.42
1,409		f	f	f	2	57.45		Osage 1.40	1.40	4			f	f	f
6,659	T	6.35 PM AR	11.15 AM AR	10.15 AM AR		58.85		SAN RAMON	0.00				6.40 AM LV	2.20 PM LV	3.35 PM LV
		Daily	Daily Ex. Sun.	Sunday Only				(19.70)					Daily	Daily Ex. Sun.	Sunday Only
		0.42	1.35	0.46				Time over District					0.52	1.50	0.45
		28.14	12.44	24.62				Average speed per hour					22.73	10.75	26.27

☞FOOT-NOTES.—No. 142 is superior to No. 143.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains will stop as follows:
At Widbero all passengers on signal.

SAN JOSE BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		East Bound. FROM SAN FRANCISCO. Third Class. 280 San Jose Way Freight Daily	Second Class 112 San Jose Passenger Sunday Only	First Class. 40 San Jose Passenger Daily	110 San Jose Passenger Daily Ex. Sun.	96 San Jose Passenger Daily	94 San Jose Passenger Daily	92 San Jose Passenger Daily	90 San Jose Passenger and Freight Daily Ex. Sun.	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.		TIME TABLE No. 108. April 1, 1906. STATIONS.	DISTANCE FROM SAN JOSE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	TOWARD SAN FRANCISCO. West Bound. First Class. 39 San Jose Passenger Daily	89 San Jose Passenger Daily Ex. Sun.	109 San Jose Passenger Daily	91 San Jose Passenger Daily	93 San Jose Passenger and Freight Daily	95 San Jose Passenger Daily	Third Class. 279 San Jose Way Freight Daily
			PM LV 9.00	PM LV 6.20	PM LV 5.20	PM LV 4.40		AM LV 8.40			0.00	DN	SAN FRANCISCO 30.20	47.74				AM AR 7.08	AM AR 8.48	AM AR 9.48		PM AR 2.48	PM AR 7.28	
20,426	WY	PM LV 2.20	PM LV 10.20	PM LV 7.47	PM LV 6.47	PM LV 6.15	PM LV 2.47	AM LV 10.17	AM LV 7.20	4	30.20	DN	NILES 3.55	17.54	9	14	20	AM AR s 5.47	AM AR 7.00	AM AR s 8.22	AM AR 10.05	PM AR 1.15	PM AR 5.05	PM AR 7.15
5,048		**2.57**	s10.27	s 7.53	s **6.54**	s 6.22	s **2.57**	s10.23	s 7.31	4	33.75		Irvington 3.64	13.99	10			s 5.38	s 6.47	s 8.15	s 9.54	s 1.03	s 4.57	**6.54**
3,219		3.23	s10.33	s 8.00	s 7.01	s **6.28**	s 3.04	s10.30	s 7.42	5	37.39	D	Warm Springs 4.33	10.35	11			s 5.32	s 6.38	s 8.08	s 9.47	s12.55	s 4.50	**6.28**
4,940		3.45	s10.42	s 8.08	s 7.07	s 6.37	s 3.12	s10.37	s **8.01**	3	41.72	D	Milpitas 2.62	6.02	7			s 5.26	s 6.28	s **8.01**	s 9.38	s12.47	s 4.42	5.58
2,990		4.00	f10.47	f 8.13	f 7.13	f 6.42	f 3.18	10.43	f 8.14	6	44.34		Wayne 3.40	3.40	9			f 5.21	f 6.22	f 7.56	f 9.32	f12.37	f 4.37	5.45
Term. Yard WCTO		**4.20** PM AR	10.55 PM AR	8.20 PM AR	7.20 PM AR	6.50 PM AR	3.25 PM AR	10.52 AM AR	8.25 AM AR		47.74	DN	SAN JOSE	0.00				5.15 AM LV	6.15 AM LV	7.50 AM LV	9.25 AM LV	12.30 PM LV	**4.30** PM LV	5.30 PM LV
		Daily	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.				(17.54)					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily
		2 00	0.35	0.33	0.33	0.35	0.38	0.35	1.05				Time over District					0.32	0.45	0.32	0.40	0.45	0.35	1.45
		8.77	30.07	31.89	31.89	30.07	27.69	30.07	16.19				Average speed per hour					32.89	23.39	32.89	26.31	23.39	30.07	10.02

☞FOOT-NOTE. No. 280 is superior to No. 279.
West-bound trains are superior to trains of the same class in the opposite direction, (see Rule 81), except as per foot-note above.
Trains must get clearance card before leaving San Jose.

WESTERN DIVISION: Merced and Milton Branches.

East Bound. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** **West Bound.**

Length of Sidings in feet, and location of Scales, Coal, Water and Turning Stations	Third Class	First Class		Flagging distance expressed in number of poles		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA NILES.	TIME TABLE No. 108. April 1, 1906. STATIONS.	DISTANCE FROM MERCED.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles		First Class		Third Class
	306 Passenger and Freight Daily Ex. Sun.	154 Passenger and Freight Daily Ex. Sun.	152 ★Passenger Daily	Danger Point	Caution Point						Danger Point	Caution Point	151 ★Passenger Daily	153 Passenger and Freight Daily Ex. Sun.	305 Passenger and Freight Daily Ex. Sun.
		A M LV 8.40	A M LV 8.40				0.00	SAN FRANCISCO	0.00				P M AR 4.08	P M AR 7.28	
Interm. Yard. WCTY	A M LV 7.45	P M LV 1.20	P M LV 1.10	14	20		91.70	91.70 DN STOCKTON	72.25		14	20	A M AR 11.40	P M AR 3.45	P M AR 4.00
501	8.02	1.32	f 1.22			12	97.70	6.00 Charleston (Spur)	66.25	13			f11.26	f 3.31	3.43
772			f			4	99.40	1.70 Walthall (Spur)	64.55	4			f	f	
541	8.13	f 1.41	1.31			4	101.60	2.20 Holden (Spur)	62.35	5			f11.17	f 3.22	3.32
3,116 WY	8.25	s 1.48	s 1.38			6	104.80	3.20 D PETERS	59.15	8			11.10	**3.12**	**3.12**
3,116 W		1.48		14	20		104.80	Milton Branch. D PETERS	59.15		14	20		s 3.12	
790		f 2.03				14	110.50	5.70 Waverly	64.85	20				f 2.57	
2,200 T		2.20 P M AR				14	116.30	5.80 D Milton	70.65	22				2.40 P M LV	
3,116 WY	8.25		1.38	14	20		104.80	D PETERS	59.15		14	20	s11.10		2.55
2,670	8.50		s 1.47			9	109.20	4.40 D Farmington	54.75	11			s11.00		2.35
666			f			6	112.50	3.30 Trigo (Spur)	51.45	9			f		
1,432	9.10		f **2.05**			5	115.30	2.80 Cometa	48.65	8			f10.48		**2.05**
969			f			5	117.70	2.40 Clyde (Spur)	46.25	7			f		
2,897			f			8	121.70	4.00 Burnett (Spur)	42.25	10			f		
774 WT	**10.20**		2.30 2.35			3	123.40	1.70 D Oakdale Oakdale & W. Crossing.	40.55	5			10.30 **10.20**		1.30
2,800	10.32		f 2.44			6	127.40	4.00 Claribel	36.55	9			f10.00		12.50
978	10.50		s 2.58			9	133.50	6.10 D Waterford	30.45	13			s 9.38		12.25
4,698	10.58		s 3.02			3	135.10	1.60 Hickman	28.85	4			s 9.30		12.15
7,857 WT	11.15 A M AR		s 3.15			9	140.90	5.80 D Montpellier	23.05	13			s 9.15		P M 11.55 A M LV
4,051			f 3.28			9	147.10	6.20 Ryer	16.85	14			f 8.58		
989			f 3.35			5	149.80	2.70 Arundel	14.15	8			f 8.50		
5,471			f 3.43			5	153.60	3.80 Amsterdam	10.35	7			f 8.40		
620			f			7	158.30	4.70 Nairn (Spur)	5.65	10			f		
15.521 WCT							162.16	3.86 A. T. & S. F. Crossing.	1.79						
			4.10 P M AR			9	163.95	1.79 DN MERCED	0.00	14			8.10 A M LV		
	Daily Ex. Sun.	Daily Ex. Sun.	Daily					(72.25)					Daily	Daily Ex. Sun.	Daily Ex. Sun.
	3.30	1.00	3.00					Time over District					3.20	1.05	4.05
	14.05	24.60	24.08					Average speed per hour					21.67	22.71	12.04

☞ **FOOT-NOTES.—No. 154 is superior to No. 153.**
No. 306 is superior to No. 305.

★ Nos. 151 and 152 will handle freight between Montpellier and Merced.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Milton when an operator is on duty.

WESTERN DIVISION: Branch Lines.

VALLEY SPRING BRANCH.

East Bound. FROM SAN FRANCISCO. — TOWARD SAN FRANCISCO. **West Bound.**

TIME TABLE No. 108. April 1, 1906.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class. 312 Valley Spring Pass. and Freight Daily Ex. Sun.	Second Class. 172 Passenger Daily	Second Class. 174 Valley Spring Passenger Sunday Only	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM VALLEY SPRING.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	Second Class. 171 Passenger Daily	Second Class. 173 Lodi Passenger Sunday Only	Third Class. 311 Lodi Passenger and Freight Daily Ex. Sun.
		A M LV 8.40			0.0	DN. SAN FRANCISCO	131.0				P M AR 4.08		
2,711 W		P M LV 1.05			106.8	WOODBRIDGE	29.4		14	20	P M AR 12.50		
				5		2.6		7					
18,707 WTC	A M LV s 7.00	s 1.40	A M LV s 8.30		104.2	DN LODI	26.8				12.35 PM 11.20	P M AR s 4.25	P M AR s 5.10
				13		7.3		19					
2,850	s 7.25	s 1.57	s 8.44		111.5	P Lockeford	19.5				s11.00	s 4.08	s 4.47
				6		3.9		10					
2,580 W	s 7.55	s 2.04	s 8.51		115.4	P Clements	15.6				s10.50	s 3.59	s 4.35
				11		6.2		15					
2,413	s 8.20	s 2.18	s 9.05		121.6	P Wallace	9.4				s10.35	s 3.45	s 4.15
				11		5.6		12					
1,107	s 8.50	s 2.35	s 9.20		127.2	Helisma	3.8				s10.20	s 3.27	s 3.50
				6		3.0		8					
422	f **	f **	f **		130.2	Norval (Spur)	0.8				f **	f **	f **
				2		0.8		2					
2,818 WT	9.30 A M AR	2.50 P M AR	9.45 A M AR		131.0	P. VALLEY SPRING.	0.0				10.00 A M LV	3.15 P M LV	3.30 P M LV
	Daily Ex. Sun.	Daily	Sunday Only			(29.4)					Daily	Sunday Only	Daily Ex. Sun.
	2.30	1.45	1.15			Time over District					2.50	1.10	1.40
	10.72	16.80	21.44			Average speed per hour					10.38	22.97	16.08

☞FOOT-NOTES.—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

**Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

AMADOR BRANCH.

East Bound. FROM SAN FRANCISCO. — TOWARD S. FRANCISCO. **West Bound.**

TIME TABLE No. 108. April 1, 1906.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations	2d Class. 132 Ione Passenger and Freight Daily	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM IONE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	2d Class. 131 Ione Passenger and Freight Daily
	A M LV 8.40		0.00	.DN. SAN FRANCISCO	139.80				P M AR 4.08
8,276 WCT	P M LV 2.00		112.60	DN GALT	27.20		14	20	A M AR 11.00
		12		5.56		17			
674	f		118.16	Conley (Spur)	21.64				f
		7		3.29		10			
1,171	f 2.22		121.45	Cicero	18.35				f10.38
		3		1.40		4			
466	f		122.85	Clay (Spur)	16.97				f
		24		10.37		31			
2,002	s 3.00		133.22	Carbondale	6.58				s10.07
		6		0.74		8			
1,020	f		133.96	Yaru (Spur)	5.84				f
				2.05					
425	f		136.01	Clarksona (Spur)	3.79				f
				2.72		8			
858	f		138.73	Dagon (Spur)	1.07				f
		8		0.27		1			
762	f		139.00	Younglove (Spur)	0.80				f
				0.80		2			
4,541 WT	3.30 P M AR		139.80	D IONE	0.00				9.25 A M LV
				(27.20)					
	Daily								Daily
	1.30			Time over District					1.35
	18.13			Average speed per hour					17.18

YOSEMITE BRANCH.

East Bound. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** **West Bound.**

TIME TABLE No. 108. April 1, 1906.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Second Class. 156 Passenger and Freight Daily	Second Class. 150 Yosemite Passenger Daily	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	Second Class. 155 Passenger and Freight Daily	Second Class. 149 Yosemite Passenger Daily
	A M LV 8.20	P M LV 3.20				0.00	SAN FRANCISCO	206.65				P M AR 4.48	A M AR 8.48
13,964 WTC	P M LV 2.35	A M LV 4.45	14	20		177.59	DN BERENDA	29.06		14	20	A M AR 10.50	P M AR 8.00
					15		3.41		15				
						181.00	A. T. & S. F. Crossing	32.47					
							3.98						
1,034	f 2.53	f 5.02				184.98	Talbot	36.45				f10.22	f 7.44
					8		4.22		8				
8,482	f 3.07	f 5.12				189.20	Daulton	40.67				f10.00	f 7.35
					21		2.77		21				
300	f					191.97	Jesbel (Spur)	43.44				f	
							3.60						
1,187	f					195.57	Day (Spur)	47.04				f	
							0.60						
1,039	f 3.30	f 5.45				196.17	Herbert	47.64				f 9.27	f 7.13
					4		1.40		4				
15,602	f 3.40	f 5.50				197.57	Knowles (Spur)	49.04				f 9.20	f 7.08
					3		1.02		3				
2.737 WT	3.50 P M AR	6.00 A M AR				198.59	D RAYMOND	50.06				9.00 A M LV	7.00 P M LV
	Daily	Daily										Daily	Daily
	1.15	1 15					Time over District					1.50	1.00
	16.80	16.80					Average speed per hour					11.45	21.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty.

WESTERN DIVISION: Branch Lines.

SUISUN BRANCH.

East Bound. — FROM SAN FRANCISCO.

West Bound. — TOWARD SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class.			Second Class.		Minimum running time between stations for freight trains—minutes.	DISTANCE FROM SAN FRANCI-CO.		TIME TABLE No. 108. April 1, 1906. STATIONS.	DISTANCE FROM SUISUN.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.		Second Class.		Third Class.		
	296 *Santa Rosa Freight	264 Calistoga Freight	260 Freight	74 Suisun Passenger	72 Suisun Passenger and Freight							Danger Point	Caution Point	71 Suisun Passenger	73 Suisun Passenger	263 Calistoga Freight	295 Santa Rosa Freight	259 Freight
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun	Daily	Daily									Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
28,071				PM LV 3.40	AM LV 7.00		31.01		SOUTH VALLEJO	20.10				AM AR 10.05	PM AR 6.10			
11,899 YO	PM LV 5.55	PM LV 4.55	PM LV 1.30	PM LV 4.20	AM LV 7.35		38.31	D	NAPA JUNCTION 3.66	12.80				AM AR 9.20	PM AR 5.42	AM AR 8.40	AM AR 10.10	PM AR 2.30
4,623 W	6.35	**5.30**	2.05 PM AR	f 4.32	f 7.47	22	41.97		Creston 3.92	9.14	15			f 9.08	f **5.30**	8.20	9.50	2.10 PM LV
5,720	6.55	6.05		s 4.43	s **7.58**		45.89	D	Cordelia 1.36	5.22		14	20	s 8.55	s 5.17	**7.58**	9 12	
3,656				f	f		47.25		Thomasson (Spur) 1.68	3.86				f	f			
906	7.10	6.20		4.49	8.05	15	48.93		Subeet 2.18	2.18	11			8.46	5.10	7.35	8.59	
31,646 WCTYO	7.30 PM AR	6.40 PM AR		4.53 PM AR	8.10 AM AR		51.11	DN	SUISUN	0.00				**8.40** AM LV	5.05 PM LV	7.25 AM LV	**8.50** AM LV	
									(12.80)									
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily									Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	1.35	1.45	0.35	0.33	0.35				Time over District					0.40	0.37	1.15	1.20	0.20
	8.08	7.32	6.27	23.27	21.94				Average speed per hour					19.20	20.76	10.24	9.60	10.98

*No. 296 may carry passengers.

☞ FOOT-NOTES.—No. 72 is superior to No. 71.
No. 74 is superior to No. 73.
No. 260 is superior to No. 259.

West-bound trains are superior to trains of the same class in opposite direction (see Rule 81), except as per foot-notes above.

CLEAR LAKE BRANCH.

East Bound. — FROM SAN FRANCISCO.

West Bound. — TOWARD SAN FRANCISCO.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	First Class.		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM SAN FRANCISCO.		TIME TABLE No. 108. April 1, 1906. STATIONS.	DISTANCE FROM RUMSEY.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.	
	80 Winters Passenger	78 Rumsey Passenger & Freight							Danger Point	Caution Point	79 Winters Passenger	*77 Rumsey Passenger & Freight
	Daily	Daily									Daily	Daily
	PM LV 3.40	AM LV 7.00		0.00		SAN FRANCISCO 60.32	111.37				AM AR 10.48	PM AR 7.28
12,978 WYC	PM LV 6.40	AM LV 9.52	5	60.32	DN	ELMIRA 4.24	51.05	11			AM AR 7.50	PM AR 4.25
8,181	s 6.50	s10.02	2	64.56	D	Vacaville 1.89	46.81	5			s 7.40	s 4.15
680	f	f	3	66.45		Violet (Spur) 2.82	44.92	7			f	f
1,495	f	f	3	69.27		Hartley (Spur) 1.95	42.10	5			f	f
778	f	f	5	71.22		Allendale (Spur) 3.63	40.15	9			f	f
1,298	f 7.11	f10.30	2	74.85		Wolfskill 1.97	36.52	6			f 7.15	f 3.20
6,061 WT	7.15 PM AR	s10.40	6	76.82	D	Winters 4.37	34.55	11			7.10 AM LV	s 3.13
1,672		f10.53	4	81.19		Ely 3.15	30.18	8				f 2.53
7,212		f11.02	4	84.34		Citrona 3.33	27.03	9				f 2.45
3,432		s11.10	4	87.67		Madison 3.10	23.70	10				s 2.35
6,247 WT		s11.18	3	90.77		Esparto 1.87	20.60	6	14	20		s 2.20
9,927			1	92.64		Corfu (Spur) 0.73	18.73	3				
1,297		f11.25	7	93.37		Capay 4.10	18.00	14				f 2.07
1,209		f11.36	7	97.47		Cadanassa 4.20	13.90	14				f 1.52
1,319		f11.48	4	101.67		Tancred 2.50	9.70	8				f 1.34
1,304		f11.55		104.17		Surrey 1.00	7.20	3				f 1.26
557		PM f12.02	3	105.17		Amaranth 1.20	6.20	4				f 1.22
1,329		s12.08	1	106.37	D	Guinda 0.70	5.00	2				s 1.18
616		f12.13	3	107.07		Sauterne 1.70	4.30	6				f 1.12
1,319		f12.18	4	108.77		Cashmere 2.60	2.60	10				f 1.07
3,080 WT		12.25 PM AR		111.37		RUMSEY	0.00					1.00 PM LV
						(51.05)						
	Daily	Daily									Daily	Daily
	0.35	2.33				Time over District					0.40	3.25
	28.20	20.19				Average speed per hour					24.75	14.94

☞ FOOT-NOTE.—No. 78 is superior to No. 77.

*Should No. 77 be delayed by doing its freight work and cannot connect with No. 19, it will connect with No. 11.

Should No. 11 be 30 minutes or more late, No. 77 will then connect with No. 19 by omitting some freight work.

WESTERN DIVISION: BRANCH LINES—Calistoga Branch.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Ferry.							Third Class.		Second Class.						First Class.				DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 108. April 1, 1906. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
	Steamer Trip From No. 14	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip From No. 8	Steamer Trip From No. 42	Steamer Trip	260 Passenger and Freight	262 Calistoga Freight	166 Passenger	164 Napa Passenger	74 Suisun Passenger and Freight	168 Napa Passenger	72 Suisun Passenger and Freight	162 Passenger	64 Calistoga Passenger	68 Santa Rosa Passenger	62 Calistoga Passenger	66 Santa Rosa Passenger				Danger Point	Caution Point
	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily					
	PM LV 7.00	PM LV 5.20			AM LV 10.20								AM LV 10.20			PM LV 4.00	PM LV 4.00	AM LV 7.40	AM LV 7.40	0.00	DN SAN FRANCISCO 29.01			
	PM LV 8.15	PM LV 6.30			AM LV 11.36								AM LV 11.36			PM LV 5.15	PM LV 5.15	AM LV 8.56	AM LV 8.56	29.01	Vallejo Ferry. D VALLEJO JUNC. 2.00			
	† 8.30	**6.45	PM LV 5.30	PM LV 4.00	†11.50	AM LV 9.15	AM LV 7.10						11.50 AM AR			5.30 PM AR	5.30 PM AR	9.15 AM AR	9.15 AM AR	31.01	D SOUTH VALLEJO 1.60			
	8.40 PM AR	6.55 PM AR	5.45 PM AR	4.10 PM AR	12.00 NOON	9.25 AM AR	7.20 AM AR														N. VALLEJO WHF.			
28,071 WCT								PM LV 12.15				PM LV 3.40	AM LV s11.55	AM LV 7.00		PM LV s 5.40	PM LV s 5.30	AM LV s 9.25	AM LV s 9.15	31.01	D SOUTH VALLEJO 1.10			
949								f12.20				s 3.45	s11.58	s 7.03		s 5.42	s 5.32	s 9.27	s 9.17	32.11	North Vallejo 3.28	2	14	20
1,542								12.30				f 3.56	PM f12.05	f 7.12		5.48	f 5.38	9.34	f 9.24	35.39	Flosden 2.92	4		
11,899 YO								12.40 PM AR	AM LV 9.05	PM LV **5.45**	PM LV **5.00**	**4.05** PM AR	s12.10	**7.20** AM AR	AM LV 6.35	s **5.55**	s 5.45 PM AR	s **9.40**	s 9.30 AM AR	38.31	D NAPA JUNCTION 3.75	4		
448										f 5.51	5.07		f12.18		f 6.42	f 6.02		f 9.46		42.06	Thompson (Spur) 3.10	4		
432													f							45.16	Imola (Spur) 1.31	3		
7,211 W									**9.58**	**6.00** PM AR	**5.15** PM AR		12.30 PM AR		6.51 AM AR	s **6.12**		s **9.58**		46.47	D Napa 2.33	2		
2,065									10.20							f 6.17		f10.03		48.80	Union 2.31			
670									10.32							f 6.22		f10.09		51.11	Oak Knoll 1.68	9		
828									10.41							f 6.27		f10.13		52.79	Trubody 2.26			
2,759 W									10.55							s 6.32		s10.20		55.05	D Yountville 3.44			
2,154									11.17							s 6.40		s10.27		58.49	D Oakville 1.89	4		
1,720									11.30							s 6.45		s10.31		60.38	D Rutherford 1.94	2		
1,596									11.38							f 6.49		f10.35		62.32	Zinfandel 0.77		14	20
528																				63.09	Thomann (Spur) 0.35	4		
1 402									11.45							f 6.52		f10.38		63.44	Crane 0.92			
5,020									PM 12.01							s 6.56		s10.42		64.36	St. Helena 1.24			
908									12.05							6.58		10.44		65.60	Krug 0.75			
967									12.08							f 7.00		f10.46		66.35	Barro 2.18			
555 W																f		f		68.53	Bale (Spur) 0.74	9		
1,119									12.18							f 7.05		f10.53		69.27	Larkmead 0.67			
847 W																f		f		69.94	Maple 2.85			
2,681 WT									12.30 PM AR							7.12 PM AR		11.00 AM AR		72.79	D CALISTOGA			
	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily		(41.78)			
								0.25	3.25	0.15	0.15	0.25	0.35	0.20	0.16	1.32	0.15	1.35	0.15		Time over District			
								17.52	10.09	32.64	32.64	17.52	26.50	21.90	30.60	27.25	29.20	26.38	29.20		Average speed per hour			

☞**FOOT-NOTES.—No. 164 is superior to No. 165.**
No. 262 is superior to No. 261.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at South Vallejo when an Operator is on duty.

Steamer will stop as follows:

**Stops at South Vallejo Saturday and Sunday only.
† Stops at South Vallejo Sunday only.

Trains will stop as follows:

At Suscol, Nos. 62, 64, 164 and 168 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 66, 68, 72, 74, 168 and 260 on signal.
☞Nos. 162 and 166 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 164 Sunday will leave Cement Works 4:58 P. M.

WESTERN DIVISION: BRANCH LINES Calistoga Branch.

TIME TABLE No. 108.

April 1, 1906.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance ex[illegible] in number of po[illegible] Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM CALISTOGA.	First Class.				Second Class.							Third Class.
					61	65	63	67	161	71	163	169	167	165	73	261
					Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger	Santa Rosa Passenger	Passenger	Suisun Passenger and Freight	Napa Passenger and Freight	Napa Passenger	Napa Passenger	Passenger	Suisun Passenger	Calistoga Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.
			DN SAN FRANCISCO 29.01	72.79	AM AR 9.28	AM AR 9.28	PM AR 6.08	PM AR 6.08							PM AR 7.48	
			Vallejo Ferry. D VALLEJO JUNC. 2.00	43.78	AM AR 8.02	AM AR 8.02	PM AR 4.55	PM AR 4.55							PM AR 6.28	
			Vallejo Ferry. D SOUTH VALLEJO 1.60	41.78	7.50 AM LV	7.50 AM LV	4.35 PM LV	4.35 PM LV							6.15 PM LV	
			Vallejo Ferry. N. VALLEJO WHF.													
14	20	4	D SOUTH VALLEJO 1.10	41.78	AM AR s 7.40	AM AR s 7.50	PM AR s 4.25	PM AR s 4.35		AM AR 10.05	AM AR 11.05	AM AR 10.30			PM AR s 6.10	
		8	North Vallejo 3.28	40.68	s 7.37	s 7.47	s 4.22	s 4.32		s10.00	s10.59	s10.27			s 6.07	
		8	Flosden 2.92	37.40	7.30	f 7.40	4.15	4.25		f 9.50	f10.49	f10.20			f 6.00	
14	20	8	D NAPA JUNCTION 3.75	34.48	**7.25**	7.35 AM LV	**4.10**	4.20 PM LV	AM AR 6.15	**9.40** AM LV	10.40 8.30	s10.15	PM AR **4.55**	PM AR 5.31	**5.55** PM LV	PM AR 4.35
		6	Thompson (Spur) 3.10	30.73	f 7.18		f 4.03		6.07		8.23	10.06	f 4.47	5.23		
		3	Imola (Spur) 1.31	27.63												
		18	D Napa 2.33	26.32	s 7.11		s **3.53**		6.00 AM LV		8.15 AM LV	**9.58** AM LV	4.40 PM LV	**5.16** PM LV		**3.53**
			Union 2.31	23.99	f 7.04		f 3.45									3.03
			Oak Knoll 1.68	21.68	f 7.00		f 3.40									2.53
			Trubody 2.26	20.00	f 6.57		f 3.36									2.45
		7	D Yountville 3.44	17.74	s 6.52		s 3.30									2.33
		4	D Oakville 1.89	14.30	s 6.46		s 3.21									2.15
		8	D Rutherford 1.94	12.41	s 6.42		s 3.16									2.05
			Zinfandel 0.77	10.47	f 6.38		f 3.12									1.55
			Thomann (Spur) 0.35	9.70												
			Crane 0.92	9.35	f 6.36		f 3.10									1.49
		18	St. Helena 1.24	8.43	s 6.35		s 3.09									1.43
			Krug 0.75	7.19	6.32		3.04									1.26
			Barro 2.18	6.44	f 6.31		f 3.03									1.23
			Bale (Spur) 0.74	4.26	f		f									
			Larkmead 0.67	3.52	f 6.26		f 2.56									1.12
			Maple 2.85	2.85	f		f									
			D CALISTOGA (41.78)	0.00	6.20 AM LV		2.50 PM LV									1.00 PM LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.
			Time over District		1.20	0.15	1.35	0.15	0.15	0.25	2.50	0.32	0.15	0.15	0.15	3.35
			Average speed per hour		31 33	29.20	26.39	29.20	32.64	17.52	23.19	22.74	32.64	32.64	29.20	9.62

STATIONS.	Ferry.							
	Steamer Trip For No. 61 and 65	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For No. 63 and 67	Steamer Trip For Nos. 73 and 11	Steamer Trip Tie up.	Steamer Trip For No. 14	Steamer Trip Tie up.
	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only
DN SAN FRANCISCO		AM AR 11.28						
Vallejo Ferry. D VALLEJO JUNC.		AM AR 10.20					PM AR 7.25	
Vallejo Ferry. D SOUTH VALLEJO	AM AR 7.35		PM AR 12.10	PM AR 4.25	PM AR 6.15	PM AR 7.05	7.10	PM AR 8.50
Vallejo Ferry. N. VALLEJO WHF.	7.25 AM LV	10.00 AM LV	12.01 PM LV	4.15 PM LV	6.05 PM LV	6.55 PM LV	7.00 PM LV	8.40 PM LV
	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only

☞ **FOOT-NOTES.—No. 164 is superior to No. 165.**

No. 262 is superior to No. 261.

West-bound trains are superior to trains of the same class in the opposite direction (see rule 81), except as per foot-notes above.

Trains must get clearance card at Calistoga when an operator is on duty.

Trains will stop as follows:

At Suscol—Nos. 61, 63 and 163, on signal.
At Middleton—Nos. 61 and 63, on signal.
At Orphan's Home—Nos. 65, 67, 71, 73, 163 and 169 on signal.
☞ Nos. 161, 165 and 167 will run to Cement Works at Napa Junction.

WESTERN DIVISION BRANCH LINES: Santa Rosa Branch.

East Bound. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** West Bound.

TIME TABLE No. 108. April 1, 1906.

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	Third Class 294 Santa Rosa Freight Daily Ex. Sun.	First Class 68 Santa Rosa Passenger Daily	406 C. N. Ry. Passenger (101) Daily	66 Santa Rosa Passenger Daily	404 C. N. Ry. Passenger (125) Sunday Only	402 C. N. Ry. Passenger (105) Daily Ex. Sun.	Flagging distance expressed in number of poles. Danger Point	Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.		STATIONS.	DISTANCE FROM SANTA ROSA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	First Class 65 Santa Rosa Passenger Daily	401 C. N. Ry. Passenger (108) Daily Ex. Sun.	403 C. N. Ry. Passenger (122) Sunday Only	67 Santa Rosa Passenger Daily	405 C. N. Ry. Passenger (106) Daily	Third Class 293 Santa Rosa Freight Daily Ex. Sun.
		PM LV 4.00		AM LV 7.40						0.00		SAN FRANCISCO	75.01				AM AR 9.28			PM AR 6.08		
28,071 WCT										31.01	D	SOUTH VALLEJO W	44.00									
11,899 YO	AM LV 10.30	PM LV 5.47		AM LV 9.32						38.31	D	NAPA JUNCTION 5.00	36.70				AM AR 7.32			PM AR 4.19		PM AR 5.05
714	10.58	f 5.57		f 9.42					8	43.31	D	BUCHLI	31.70	11			7.19			4.08		4.47
714	**10.58**	Foot-note 5.57	PM LV Foot-note **4.25**	Foot-note 9.42	AM LV Foot-note **7.20**	AM LV Foot-note 6.55				43.31	D	Foot-note C. N. Ry. Junc. BUCHLI 2.20	31.70	5			Foot-note f **7.19**	AM AR **10.58**	AM AR 11.15	Foot-note f **4.08**	PM AR 6.55	4.47
721	11.07	f 6.02	4.30	f 9.47	7.25	7.00			4	45.51		Merazo 1.26	29.50				f 7.13	10.53	11.11	f 4.03	6.50	4.40
No Siding	11.13	Foot-note 6.05	Foot-note **4.32** PM AR	Foot-note 9.50	Foot-note 7.27 AM AR	Foot-note **7.02** AM AR				46.77	D	RAMAL (No Siding) C. N. Ry. Junc.	28.24				Foot-note **7.10**	Foot-note 10.50 AM LV	Foot-note 11.08 AM LV	Foot-note 4.01	Foot-note 6.48 PM LV	**4.35**
No Siding	11.13	6.05		9.50					8	46.77	D	RAMAL (No Siding) 3.54	28.24	8			7.10			4.01		4.35
1,582	11.35	f 6.12		f 9.58						50.31	D	C. N. Ry. Crossing Shellville 3.12	24.70				f 7.04			f 3.54		4.20
310									5	53.43		Snyder (Spur) 1.38	21.58	7								
2,349 W	11.50	s 6.23		s10.08					2	54.81	D	El Verano 1.61	20.20	3			s 6.56			s **3.45**		**3.45**
606		f		f					3	56.42		Agua Caliente (Spur) 0.79	18.59				f			f		
369		f		f			14	20	1	57.21		Sobre Vista (Spur) 0.70	17.80				f			f		
892	PM 12.02	f 6.30		f10.16					1	57.91		C. N. Ry. Crossing Yulupa 0.69	17.10	5	14	20	f 6.50			f 3.41		3.24
508	12.06	f 6.32		f10.18					1	58.60		Gelston 1.51	16.41	4			f 6.48			f 3.39		3.22
898	12.17	s 6.35		s10.22					3	60.11		Glen Ellen 0.60	14.90	5			s 6.45			s 3.36		3.18
499	12.19	f 6.36		f10.24					1	60.71		Warfield 1.40	14.30				f 6.44			f 3.34		3.10
525	12.23	f 6.39		f10.27					3	62.11		Beltane 1.70	12.90				f 6.41			f 3.30		3.05
505	12.28	f 6.43		f10.31					3	63.81		Wildwood 0.70	11.20	6			f 6.37			f 3.26		2.58
2,497	12.40	s 6.46		s10.34					1	64.51	D	Kenwood 1.43	10.50				s 6.35			s 3.24		2.56
561		f		f					2	65.94		Lawndale (Spur) 0.67	9.07	9			f			f		
480	12.47	f 6.52		f10.40					1	66.61		Los Guilicos 1.30	8.40				f 6.29			f 3.19		2.42
1,290	12.52	f 6.55		f10.43					2	67.91		Annadel 1.59	7.10				f 6.26			f 3.16		2.37
		*		*					5	69.50		Oleson (Spur) 0.91	5.51	6			*			*		
1,078	1.00	f 7.01		f10.49						70.41		Melitta 1.69	4.60				f 6.20			f 3.10		2.28
992									3	72.10		Baku (Spur) 2.91	2.91	14								
5,434 WT	1.15 PM AR	7.12 PM AR		11.00 AM AR					5	75.01	D	SANTA ROSA	0.00				6.10 AM LV			3.00 PM LV		2.10 PM LV
	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.						(36.70)					Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.
	2.45	1.25	0.07	1.28	0.07	0.07						Time over District					1.22	0.08	0.07	1.19	0.07	2.55
	13.34	25.90	29.66	25.02	29.66	29.66						Average speed per hour					26.85	25.95	29.66	27.87	29.66	12.58

☞FOOT-NOTES.—Nos. 401, 402, 403, 404, 405 and 406 are superior to Nos. 65, 66, 67 and 68.

No. 294 is superior to No. 293.

West-bound trains (or trains running from Santa Rosa to Napa Junction) are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

NOTE CAREFULLY.—Between Ramal and Buchli a manual block system is in operation from 7 a. m. to 7 p. m. (See Manual Block System Rules, page 97, Book of Rules.)

Operators at such stations when on duty will register all trains, and hand inferior trains "Register Check" of superior trains which have arrived, otherwise trainmen must register and check same.

Trains will stop as follows:

Tule Vista Nos. 65, 66, 67 and 68 during hunting season will stop on signal.
At Felice—Nos. 65, 66, 67 and 68 on signal.

WESTERN DIVISION.

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

REGISTERING STATIONS.

MAIN LINE.

Oakland Pier—Dispatcher's office (Passenger trains).
West Oakland (2d class and inferior trains).
Oakland, 16th St.
Port Costa.
Benicia.
Suisun (Branch trains only).
Elmira (Branch trains only).
Davis.
Sacramento Depot (1st and 2d class trains).
Sacramento 12th St. (2d class and inferior trains).
Oakland, 1st and Broadway.
Niles.
Livermore.
Tracy
Lathrop.
Stockton.
Lodi.
Galt (Branch trains only).
Brighton.
Martinez.
Avon.
Mendota.
Merced.
Berenda.
Madera.
Fresno.

BRANCHES.

Concord
San Ramon.
Montpelier.
Peters.
Oakdale.
Raymond.
Milton.
Valley Spring.
Ione.
South Vallejo.
Napa Junction.
Napa.
Calistoga.
Santa Rosa.
Buchli.
Ramal.
Creston.
Rumsey.
San Jose.

NOTE.—At **Fruitvale** register will be kept in switch house, all west-bound trains will register or leave Registering Ticket, form 2588, for switch tender to register. (See page 23.)

At **Elvas Tower** Towerman will keep Register of Western Division trains for information of inferior trains, when desired.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but will throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals.

Note.—See bottom page 20 as to Registering at Ramal and Buchli.

Enginemen, before leaving any registering station, except as above provided, will require from the Conductor a check on proper blank showing the numbers of all superior trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

TELEGRAPHONE INTERMEDIATE STATIONS.

"Telegraphone Intermediate Stations" to be used in accordance with Circular No. 812, Nov. 23, 1905, and instructions from General Superintendent.

Train and Engine men should use this apparatus in case of accident or great delay reporting promptly any failures.

Oakland Pier.—Dispatchers office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale and West Berkeley "phones" have been installed for suburban trains only.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule or on left hand margin of page indicate:

"s"—regular stop.
"f"—flag stop to receive or discharge passengers or freight.
"*"—stop only to leave passengers.
"†"—stop on signal to receive passengers.
"¶"—stop for meals.
"l"—leave.
"a"—arrive.
"DN"—day and night telegraph office.
"D"—day telegraph office.
"N"—night telegraph office.
"P"—telephone.
"W"—water station.
"C"—fuel station.
"T"—turntable.
"Y"—wye.
"O"—track scales.

Other signs are explained at foot of page on which they appear.

NOTE.—West-bound overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at terminals or junctions, will stop to leave such passengers.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

①

Extra trains may pass, or run ahead of, third-class trains without receiving an order to do so.

Between Ramal and Buchli a Manual Block System is in operation. (See Manual Block System Rules, page 97, revised edition of Book of Rules, and be governed accordingly.)

Automatic Block Signals are in service between Oakland Pier and Port Costa; Benicia and Sacramento; Tracy and Stockton; Oakland Pier and Fruitvale. Also installation of such signals in progress between Tracy and Port Costa. Such signals will be considered in operation when signal blades are applied and lights are burning at night. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use extreme care in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains. The side track end of ALL LINK SWITCHES at all stations, especially Davis, Elmira and Suisun, after using must be left lined up for SIDING. If left set for main line, signals will stand at danger.

Referring to Rule 40, Page 94, Standard Rules. On single track, trains will wait five minutes before following flagman, under conditions outlined in said rule. On double track, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

NOTE.—EAST-BOUND train, with a "meet" on double track between Army Point and Arsenal, must stand WEST of signal No. 352 until West-bound trains have passed signal No. 355, near junction switch, to avoid holding Intermediate Signal against West-bound trains.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged. If two trains approach a station at the same time, west-bound trains to have preference to such station, except suburban trains will have preference over all others at Oakland (16th St.) and between Oakland Pier and Fruitvale. This rule must be strictly observed between Oakland Pier and Fruitvale.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2, and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 111, page 107.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2.—Easterly or Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing Coast Division, First and Harrison Streets, Oakland.

The crossing of the Coast Division and Harrison Street Bridge.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing of Coast Division, 7th and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

TOWER No. 11.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track **against the current of traffic.**

TOWER No. 12.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on west-bound track through Junction Switch.

TOWER No. 13.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.79 miles west Merced (Oakdale Branch.)

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.41 miles east of Berenda.

TOWER NO. 16.—San Jose; Junction of Western Division Niles Line and Coast Division.

All signals in Interlocking System govern tracks in accordance Standard Rules 110 to 130, pages 106 to 109 inc.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.

DRAW BRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough, speed must not exceed 15 miles per hour crossing above bridges.

SACRAMENTO, west end Sacramento River Bridge, east-bound trains must not exceed six miles per hour full length of train.

If signals are clear proceed not exceeding speed above. If at Danger come to full stop, sending flagman ahead and be governed by Rule 119, page 108.

SAN FRANCISCO AND PORT COSTA.

(See top of page for Automatic Block Limits.)

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

Double track extends from 16th Street, Oakland, to Port Costa. All trains will take the right-hand track (the two tracks next the Bay for trains of this Time Table.)

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

*"**Freight trains** will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2 and 3 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable."*

"A regular train may pass and run ahead of a train of the same class, or its sections.

"A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.

"An extra train may pass and run ahead of extra and third class trains or their sections.

" Work extras must be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct."

SPECIAL RULES—Continued.

SAN FRANCISCO AND PORT COSTA—(Continued).

Tracks located leading into San Pablo Siding extends to the P. C. Co. Oil Works—near Richmond. Switching service in operation between San Pablo and Richmond. Also between P. C. Co. Oil Works and Point San Pablo.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. **Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line.** Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

(See page 22 for Manual Block Limits.)

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as double track main line.

Trains taking the right-hand track when moving east or west, as case may be.

At Benicia, trains will be governed by special rules issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or west-bound track, and if used must be restored to such position.

Signalman will open and close switch for Nos. 2, 10, 14 and 48 when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must be handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to ''proceed.''

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND TRACY.

Double track extends from Oakland Pier to Fruitvale via First Street. All trains will take the right-hand track. Suburban trains of Alameda line will use main line double track between Oakland Pier and Fruitvale. Suburban trains on the Seventh Street line will also use main line double track with "current of traffic" between East Oakland and Fruitvale.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of Time Table and Train Order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of Passenger trains; suburban trains will have preference over all others. Junction switch at east end Seventh Street system, East Oakland, and junction switch at east end of double track at Fruitvale, will be handled by switch tenders, whose signals must be respected. Trains must approach these junction switches under control and call for signal by switch tenders before proceeding. Movement of west-bound trains approaching East Oakland will also be governed by two armed semaphore signals, located 1000 feet east of junction switch of main line and Seventh Street tracks. The upper arm will govern westerly movement on to main line for west-bound trains. See Rules 31 to 51, inclusive. Oakland Seventh Street trains will give two short, one long and one short blast of the whistle—thus — — ——— —, as a signal to switch tender. Alameda line suburban trains will give one short, one long and one short blast of whistle—thus — ——— —, as a signal to switch tender. Main line trains via Niles will observe Rule 14, page 12; Rule 324, page 60—when necessary.

At Fruitvale the junction double-track switch will stand normally for east-bound track going off double track, and will have to be opened and closed for west-bound trains.

A Register will be kept in switch house nearest junction of double track, Fruitvale, and ALL WEST-BOUND TRAINS WILL register or leave registering Ticket Form 2588 for switch-tender to Register.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two arm ''home'' signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one arm ''home'' signal almost opposite the tower. Derailing switches in both east and west-bound main line tracks fifty feet beyond the signal poles. All other train movements at this tower to be controlled by dwarf signals.

East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, **will be governed by inter-locked semaphore signals** controlled from tower near Third Street.

TRACY, STOCKTON, LODI AND SACRAMENTO.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the ''Yard Limits'' at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

The "LONG SIDING" extending from SOUTH ST., STOCKTON, to EL PINAL may be used as second track for main-line train movement under special orders.

Between Asylum Switch and South St. yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to ''proceed.''

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle, ——— ——— — — —, as a signal for the Towerman to set tbe switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 919 governing westbound main line near Twenty-First Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

See current Sacramento Division Time Table for further Instructions.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SPECIAL RULES—Continued.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

The junction switches at Ramal and Buchli will be set normally for the California Northwestern Railway. Movement of trains between these stations will be in accordance with the current time-table and Rules of the Western Division, Southern Pacific Co. Station semaphores will stand normally at "Stop." If semaphore is cleared on signal, California Northwestern Railway trains may pass through switches without stopping. Trains of Western Division will stop and sound two long and three short blasts of the whistle, thus —— —— – – – as a signal to operator to set switches accordingly. If operator is not on duty trainmen must open and close switches, restoring them as above indicated.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg.	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. J. J. Meigs, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn, District Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas, Emergency Surgeon	Richmond, Cal.	Richmond.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. J. G. Nellis, Emergency Surgeon	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. D. Grissim	San Jose, Cal	Between Milpitas and San Jose.
Dr. J. U. Hall, Consult'g and Emerg'y Surg.	San Jose, Cal	
Dr. W. L. Wilson, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal.	Between San Pablo, Benicia, Vallejo and Martinez.
Dr. Frank Rattan, District Surgeon	Martinez, Cal	Between Port Costa and Cornwall.
Dr. W. S. George, District Surgeon	Antioch, Cal	Between Cornwall and Byron.
Dr. Geo. F. Wise, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.

NAME.	LOCATION.	DISTRICT.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer, District Surgeon	Vacaville, Cal	
Dr. E. K. Caldwell, District Surgeon	Winters, Cal	Between Vacaville and Rumsey.
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie, District Snrgeon	Elk Grove, Cal	Between Florin and Arno.
Dr. A. L. Adams, District Surgeon	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. W. Colman, District Surgeon	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley, District Surgeon	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Waterford.
Dr. J. P. Wilkes, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth, District Surgeon	Waterford, Cal	Between Oakdale and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. A. M. Smith	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. A. H. Byars	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp, District Surgeon	Raymond, Cal	Between Berenda and Raymond.
Drs. W. T. and J. L. Maupin	Fresno, Cal	Between Borden and Fresno.

HOSPITALS:

General Hospital—S. P. Hospital, San Francisco, Cal.

Division Hospital—S. P. Hospital, Sacramento, Cal.

Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

(Revised, Oct. 1st., 1905.)

CLASS. "C"-Consolidation Engines "T"-Ten-Wheelers -Moguls "A"-Atlantic Type "P"-Pacific Type "S"-Switch "E"-Eight-Wheelers "TW"-Twelve-Wheelers	ENGINE NUMBERS.	BOILER PRESSURE.	BENICIA TO *SACRAMENTO.	BETWEEN †OAKLAND AND MENDOTA (VIA MARTINEZ).		BETWEEN TRACY AND SACRAMENTO.	TRACY TO NILES.	NILES TO TRACY.	OAKLAND TO SAN JOSE.	SAN JOSE TO OAKLAND.	BETWEEN LATHROP AND FRESNO.	** NAPA JUNCTION TO SUISUN.	** SUISUN TO NAPA JUNCTION.
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—63$\frac{16}{24}$ 34	1214	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57$\frac{16}{24}$ 39	1220, 1222	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{16}{24}$ 39	1224, 1225	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{17}{24}$ 40	1284	140	1340	1360	1790	1340	460	500	990	1095	1415	440	300
E—63$\frac{16}{24}$ 48	1239	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63$\frac{16}{24}$ 39	1218, 1273	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E-57$\frac{17}{24}$ 49	1276, 1282, 1283	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63$\frac{17}{24}$ 40	1215, 1226	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57$\frac{17}{24}$ 40	1268, 1285	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63$\frac{17}{24}$ 43	1263, 1287, 1291	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57$\frac{17}{24}$ 57	1272, 1286, 1292	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63$\frac{17}{24}$ 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63$\frac{17}{24}$ 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69$\frac{17}{26}$ 53	1362, 1363	150	......	......	......	......	......	......	......	......	......	......	......
E—69$\frac{17}{26}$ 55	1364, 1365	150	......	......	......	......	......	......	......	......	......	......	......
E—63$\frac{17}{24}$ 47	1278, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63$\frac{17}{24}$ 47	1341, 1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69$\frac{18}{24}$ 68	1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69$\frac{18}{28}$ 57	1415, 1416, 1418	150	1945	2135	2815	1945	690	735	1425	1575	2025	670	465
E—69$\frac{18}{28}$ 62	1419, 1420, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73$\frac{20}{24}$ 92	1446	180	......	......	......	......	......	......	......	......	......	......	......
E—69$\frac{18}{26}$ 73	1463	160	......	......	......	......	......	......	......	......	......	......	......
E—62$\frac{18}{26}$ 65	1474	160	......	......	......	......	......	......	......	......	......	......	......
E—62$\frac{18}{26}$ 62	1475, 1478, 1479, 1480	160	......	......	......	......	......	......	......	......	......	......	......
—63$\frac{20}{28}$ 126	1619, 1622, 1629, 1635, 1636, 1641, 1655, 1656, 1663	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{20}{28}$ 126	1667, 1671, 1673, 1674, 1682, 1685, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{15\frac{1}{2}-26}{28}$ 144	1741, 1751, 1758, 1785, 1798, 1802	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57$\frac{18}{24}$ 72	2004, 2005	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 55	2010	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57$\frac{18}{24}$ 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T-63$\frac{18}{24}$ 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63$\frac{18}{24}$ 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57$\frac{18}{24}$ 64	2032, 2034, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T -57$\frac{18}{24}$ 67	2042, 2045, 2046, 2061, 2064, 2070, 2074, 2086, 2089	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57$\frac{18}{24}$ 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 66	2105	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 79	2108, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63$\frac{18}{24}$ 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57$\frac{18}{24}$ 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57$\frac{18}{24}$ 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57$\frac{18}{24}$ 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57$\frac{18}{24}$ 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69$\frac{19}{24}$ 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—57$\frac{18}{24}$ 66	2112	145	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2114	160	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—69$\frac{20-29}{26}$ 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
TW-51$\frac{20}{26}$ 110	2802, 2804	160	3165	3285	4485	3165	1225	1225	2245	2440	3165	1275	930
A—84$\frac{15-25}{28}$ 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79$\frac{15-25}{28}$ 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81$\frac{20}{28}$ 105	3025, 3026	200	......	......	......	......	......	......	......	......	......	......	......
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east o west, as the case may be. "F" denotes full number cars allowed, which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia		....	Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1 40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1 09	1.00
Rodeo and Vallejo Jct.	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1 33	Livermore and Pleasanton	1.26	5.47			

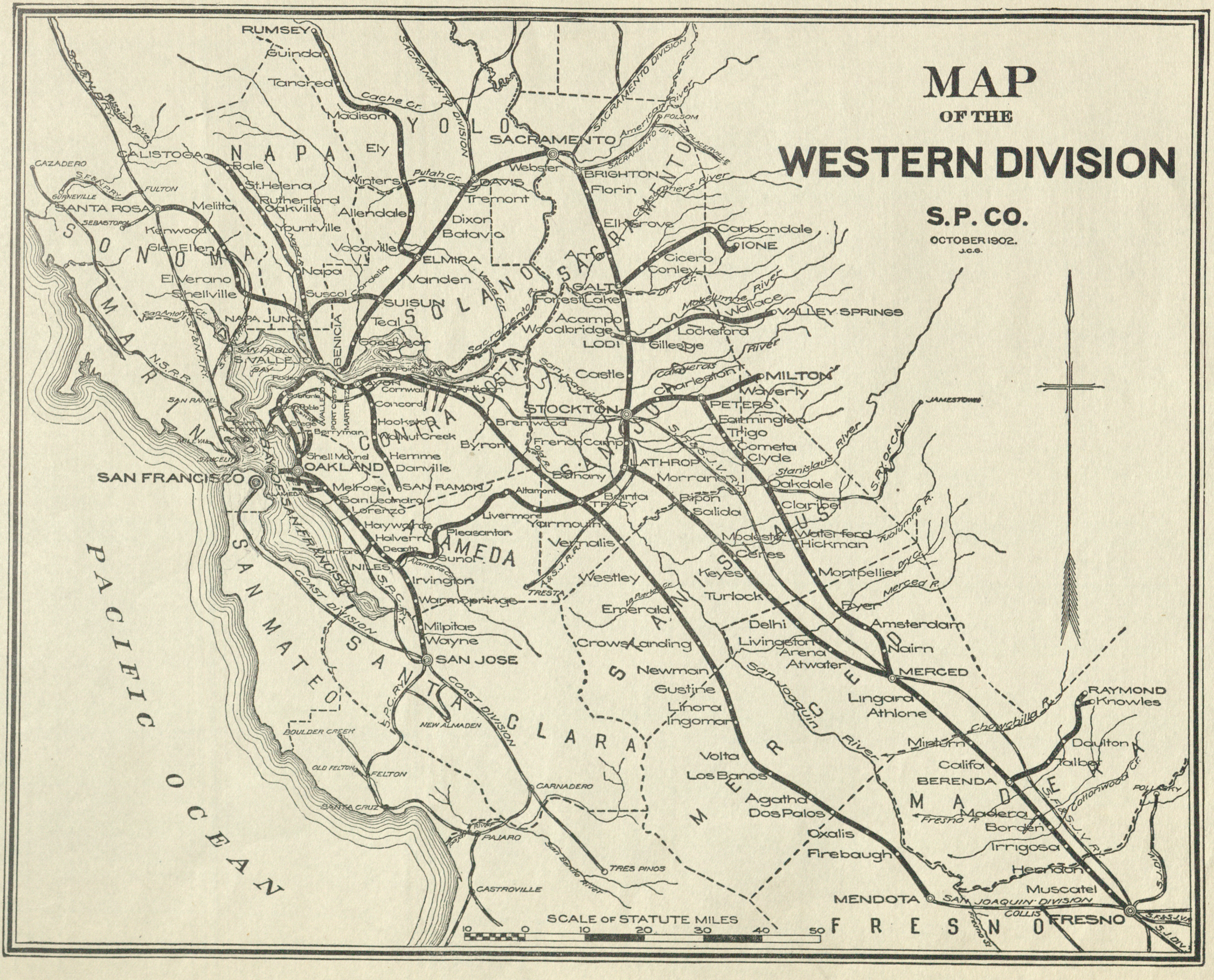
STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1 50	McAvoy and Bay Point	1 66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Brentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct.	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1 50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlon	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct.	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

W. R. SCOTT,
Superintendent.

A. W. BAKER,
Asst. Superintendent.



MAP
OF THE
WESTERN DIVISION
S.P. CO.

OCTOBER 1902.
J.C.S.

RUMSEY
Guinda
Tancred
Madison
Cache Cr.
Y O L O
SACRAMENTO DIVISION
SACRAMENTO
Webster
BRIGHTON
Florin
Elk Grove
FOLSOM
PLACERVILLE
American River
Cosumnes River
Carbondale
IONE
Arno
Cicero
Conley
GALT
Dry Cr.
Forest Lake
Acampo
Woodbridge
LODI
Gillespie
Lockeford
Mokelumne River
Wallace
VALLEY SPRINGS
Calaveras
Castle
Charleston
MILTON
Waverly
PETERS
Farmington
Trigo
Cometa
Clyde
Oakdale
Stanislaus River
JAMESTOWN
S.R.R. OF CAL.
STOCKTON
French Camp
LATHROP
Morrano
Ripon
Salida
Modesto
Waterford
Hickman
Tuolumne R.
Claribel
Ceres
Keyes
Turlock
Montpellier
Dry Cr.
Merced R.
Fyer
Amsterdam
Nairn
Delhi
Livingston
Arena
Atwater
MERCED
Lingard
Athlone
Chowchilla R.
RAYMOND
Knowles
Minturn
Califa
BERENDA
Daulton
Talbot
Cottonwood Cr.
M A D E R A
Madera
Fresno R.
Borden
Irrigosa
Herndon
Muscatel
POLLASKY
FRESNO
COLLIS
MENDOTA
SAN JOAQUIN DIVISION
F R E S N O
S.J. DIV.
S.F.&S.J.V.R.
San Joaquin River
Firebaugh
Oxalis
Dos Palos
Agatha
Los Banos
Volta
M E R C E D
Ingomar
Linora
Gustine
Newman
Crows Landing
Emerald
Westley
S T A N I S L A U S
S A N J O A Q U I N
Vernalis
Yarmouth
TRACY
Banta
Bethany
Altamont
Byron
Brentwood
San Joaquin R.
CONTRA COSTA
Castle
Livermore
Pleasanton
Sunol
ALAMEDA
NILES
Irvington
Warm Springs
Milpitas
Wayne
SAN JOSE
S A N T A C L A R A
COAST DIVISION
NEW ALMADEN
CARNADERO
TRES PINOS
San Benito River
PAJARO
CASTROVILLE
SANTA CRUZ
FELTON
OLD FELTON
BOULDER CREEK
S.P.C.RY.
SAN MATEO
SAN FRANCISCO
PACIFIC OCEAN
OAKLAND
Shell Mound
Melrose
San Leandro
Lorenzo
Haywards
Halvern
Decoto
Alameda
SAN RAMON
Danville
Hemme
Walnut Creek
Hookston
Concord
Cornwall
Berryman
Port Costa
Martinez
Vallejo
BENICIA
Goodyear
Teal
SUISUN
Vanden
ELMIRA
Vacaville
SOLANO
Sacramento River
Batavia
Dixon
Tremont
DAVIS
Allendale
Winters
Putah Cr.
Ely
NAPA
Napa
Suscol
Cordelia
NAPA JUNC.
Yountville
Oakville
Rutherford
St. Helena
Bale
CALISTOGA
Melitta
Kenwood
Glen Ellen
El Verano
Shellville
San Antonio Cr.
SONOMA
SANTA ROSA
SEBASTOPOL
FULTON
GUERNEVILLE
CAZADERO
S.F.&N.P.RY.
Russian River
MARIN
N.S.R.R.
SAN RAFAEL
MILL VALLEY
SAUSALITO
SAN PABLO BAY
S. VALLEJO
Rodeo
SAN FRANCISCO BAY
T.&S.J.R.R.
TRESY
SCALE OF STATUTE MILES
10
0
10
20
30
40
50

WIRE RECEIPT
AT ONCE,
W. R. SCOTT.

E B Carson Jr